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ENGINEERING, BANKING, MINING, MANUFACTURES.

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American Railroad Journal.

New York Saturday, December 16, 1871.

Chesapeake and Ohio Railroad.

The annual meeting of the stockholders of the Chesapeake and Ohio Railroad Company was held in Richmond, Va., on the 7th inst. The President in his Report states that the bonds of the company now command 94 cents on the dollar, and prophesied a premium within the year. The road is now completed from the city of Huntington, on the Ohio River, to the mouth of New River. That portion of the line between the mouth of New River and White Sulphur Springs (102 miles), which will complete the line from the city of Richmond to the Ohio River, is all under contract, and the grading and masonry on eleven miles of it is completed, and the balance of the work is progressing so favorably as to leave no doubt that the whole of it will be completed, and that the cars will be running daily over the entire line from Richmond to the city of Huntington before the close of the present fiscal year.

The surveys which have been made during the past year establish the fact that connections may be made at either of several points on the Chesapeake Bay, having good harbors and abundant depth of water and easily accessible from the ocean at all seasons of the year, at moderate cost,

The funded debt of the road secured by mortgage is \$11,237,100; the amount of bonds issued for funded interest is \$163,844 95; dividend bonds \$29,312; the floating debt \$1,234,906 11.

The General Superintendent states that the earnings of the Company from passengers, freight, &c., amount to \$769,265 05; expenses, \$479,256 62; net receipts, \$290,008 43. The increase for the year is \$91,939,78. There is also a decrease in the expenses of \$138,182 41.

The equipment consists of 37 locomotives, 15 first-class and 6 second class passenger cars, 12 baggage, mail and express cars, 205 box cars, 55 stock cars, 124 flat cars, 20 gondola cars, 10 caboose and boarding cars and 7 gravel cars; 100 freight cars have been purchased, and 50 freight, 61 dump, 6 gravel, 3 passenger and 1 mail and express cars have been built at the Company's shop.

The Directors of the road are; Messrs. C. P. Huntington, A. A. Low, W. H. Aspinwall, of New York; Pliny Fisk, of Pennsylvania; David Stewart, Jonas B. Clark, Wm. B. Hatch, of New York; H. C. Parsons, of West Virginia; John Echols, Wms. C. Wickham and Jos. R. Anderson, of Virginia.

International Bridge Proposed.

The Buffalo Express, of December 5, says: The Great Western Railway Company of Canada, finding difficulties in the proposed connection of their "Loop Line" with the Grand Trunk Railway, at Cayuga, now contemplate extending the Loop Line to Niagara river at Black Creek, and there making an independent crossing of the river, by bridges from the Canadian shore to Grand Island, from Grand Island to Tonawanda Island, and from Tonawanda Island to the eastern bank of the river at Tonawanda, where connection can be made with both the Erie and Central Railways. It is understood that engineers are now engaged in making surveys for carrying the proposed road across Grand Island, which is some six miles in width at the point indicated. We have no doubt that the point in question is, in some respects, a very favorable one for crossing the river; but it has the disadvantage, both for the railroad and this city, of being several miles removed from Buffalo. We do not know that the project has been determined upon, we are only informed that it is in contemplation, and that surveys with reference to it are being made.

Cincinnati, Richmond and Fort Wayne Railroad.

The Fort Wayne Gazette says that the last rail was laid and the last spike driven on the Cincinnati, Richmond and Fort Wayne Railroad on the 6th inst. The two parties of workmen, working from both ends of the route, the one under the auspices of the company and the other of Hugh McKee & Co., contractors, met each other at the expected time. Quite a number of people were present from Portland, Decatur, Fort Wayne, &c., including Hon. Wm. Parry, president of the company, Hon. Jesse L. Williams, chief engineer, Gen. Hugh McKee, builder, and others. The Gazette adds:

The completion of this road is an event of too much importance to the interests of this city and state to be entirely overlooked. As the continuation of the Grand Rapids and Indiana Railroad, which thrusts its long arm through the magnificent pineries of Michigan and lays its hand upon the straits of Mackinaw, it binds together and consolidates interests which hitherto have lain widely apart. The almost unrivalled situation of Fort Wayne as a railroad centre is now manifest to the world. In direct communication with the Atlantic and Pacific seaboard, the head of Lake Erie and the Mississippi river, the western shore of Lake Huron and the city of New Orleans, the eastern shore of Lake Michigan and the city of Savannah, she may well enjoy a dream of prosperity in keeping with the glittering possibilities of her future.

The district of country which this road opens up is one of the most important in the state. Leaving Fort Wayne side and side with the track of the Pittsburgh, Fort Wayne and Chicago Railway for a distance of five miles it strikes off in a direction a little east of south by a direct tangent to Decatur, the county seat of Adams county; thence nearly due south to Portland, the county seat of Jay county; thence a little west of south to Ridgeville, where it intersects the Pan Handle route; thence a little east of south to Winchester, the county seat of Randolph county, where it intersects the Bellefontaine road; and thence to Richmond. From this point through to Cincinnati it penetrates an extensive network of railroads, all of which will be benefited and contribute to the success of this line. The road will be to some extent under the control of the Pennsylvania Railroad Company, but it will lose nothing from its connection with this powerful corporation, whose ability in the management of vast public interests is without parallel in the history of railroads.

Iron Freight Cars.

The Baltimore *American* says that the Baltimore and Ohio Railroad Company have experimented with iron freight cars, and while finding them an improvement over the wooden car, it was also discovered that in numerous instances certain kinds of freight were rendered useless by the sweating process to which iron cars are subjected. To obviate the sweating process a system of ventilation was resorted to, when it was found that if the goods were not covered with dust they were in great danger of being set on fire by sparks which found their way into the cars through the channels left open for ventilation. The Company however, is experimenting with iron cars, and will use every exertion to bring them into general use.

Boston and Providence Railroad.

The earnings of this road for the year ending September 30, 1871, were as follows:

From passengers.....	\$761,517 98
" freight.....	604,196 89
" rents.....	12,398 44
" expresses.....	26,979 27
" mails.....	6,145 51
" interest, etc.....	3,043 27
" dividends.....	1,200 00

\$1,415,480 86

Expenses, viz:

Repairs of railroad.....	\$78,942 62
Sleeper account.....	23,213 54
New iron rails.....	28,122 53
New steel rails.....	25,664 52
Repairs and renewals of locomotives.....	74,447 44
Repairs and renewals of cars.....	120,049 41
New station houses and fixtures and repairs..	95,248 19
New bridges and repairs	15,385 62
Fence account.....	4,655 59
Snow account.....	1,848 16
Gratuities and damages.	13,916 18
Passenger department..	109,212 44
Freight department....	145,631 69
Wood, coal and water..	99,844 54
Miscellaneous expenses.	22,019 88
Switch and gatemen...	28,538 05
Taxes and insurance, (city, town, etc.)....	34,743 69
Oil and waste.....	14,957 89
Telegraph expenses....	651 25
Rent of Attleborough Branch Railroad.....	3,778 34
State tax.....	44,148 70

985,019 67

Balance, as the net income for the year, carried to income account..	\$430,461 19
Add balance from previous year...	504,422 06

Total..... \$934,883 25

From which deduct—

Dividend 5 per cent, on 37,000 shares, Dec. 31, 1870.....	\$185,000 00
Dividend 5 per cent, and Government tax, on 37,000 shares, July 1, 1871.....	189,743 60
Dividend 5 per cent, and Government tax, on 39,500 shares, payable November 15, 1871...	202,564 10
	577,307 70

Balance to new account..... \$357,575 55

Since the last annual meeting, the negotiations with the city government of Boston for the disposal of a portion of our territory to be used in the extension of Columbus Avenue have been renewed, and brought to a conclusion satisfactory to both parties. A contract has been executed,

by which, for the sum of \$475,000 in cash, the remission of a claim of \$7,000 for betterments assessed for the widening of Eliot street, the exemption of the corporation from all claim for betterments for the extension of Columbus Avenue, estimated at \$50,000, the discontinuance of Church street, and the conveyance by the city to the corporation of its interest therein, and other considerations, the strip of land referred to in the Appendix to the last annual report has been conveyed to the city. This conveyance renders necessary the erection of a new station house in Boston, for which the directors are now making the requisite preparation, and the work will be prosecuted with all practicable dispatch.

The construction of the third track between Boston and Readville, to which frequent reference has been heretofore made in these reports, is now so far advanced as to make it quite certain that it will be completed and put in operation before the close of this month. Some unavoidable and unlooked-for delay has attended the progress of this work; but that it was unavoidable, the diligent and unceasing efforts of the managers of the road to expedite it will bear witness. We now have the satisfaction of stating that through the aid of the legislature at its last session in extending the time within which we were authorized to take land for this purpose, we have been enabled to settle every claim for land damages, and they were numerous and vexatious, without resorting to legal proceedings in a single case.

During the year especial attention has been given to the erection of new station houses on the line of the road; and it is an agreeable duty on the part of the directors to state, that all causes for the reproach which so long attached to us in respect to these most conspicuous insignia of a well-managed railroad are fast disappearing along the whole length of the line.

Those already completed, are: one at Sharon, one at Jamaica Plain, one at the Clarendon Hills, and one at Walnut Hill, a new station on the Dedham branch.

In addition to these, work has been commenced, but not completed, upon a commodious brick structure which we are erecting jointly with the Providence and Worcester Railroad, on the west side of the track, at Pawtucket. When it is finished, the old station house on the east side will be removed, and extensive arrangements made by the two corporations to better accommodate the already large and rapidly increasing freight business at this station.

During the coming year new structures will be completed at Boylston station in West Roxbury, at Hyde Park, and at Dodgeville. In addition to these we shall also be obliged to construct, in connection with the Taunton Branch Railroad (whose branch from Taunton to Attleboro' has been completed, and in operation since the first of August last), a joint station house at the junction of the two roads, near the site of our present station in the town of Attleboro'.

Before the close of the year 1873, it is hoped that we shall have rebuilt every station house on the line of the road thereby terminating all our extraordinary expenses in that department for many years to come.

All the new buildings thus far erected, have been built at a reasonable cost, and have received from the public the highest commendation.

Four new locomotives have been added to our stock during the year, two built at our own works, and two by the Rhode Island Locomotive Company, in Providence.

We have also added eight new passenger cars, with a large number of freight cars, to our equipment, in addition to our proportion of the new equipment for the Shore Line, which, since the building of the new ferry boat at Groton, has taken its place as in every respect a first-class all-rail line between Boston and New York.

The authority given by the legislature to increase the capital stock of the corporation for the construction of the third track, and other purposes, has been acted upon by the directors, and the capital fixed at four millions of dollars, of

which five hundred shares remain unissued, and the corporation is burdened with no funded or floating debt.

TRIAL BALANCE, September 30, 1871.

Construction and equipment.....	\$3,844,114 42
Cash and cash funds.....	37,374 50
Stoughton Branch Railroad stock..	40,000 00
Mansfield and Framingham Railroad	15,000 00
Real estate.....	409,040 63
Materials on hand.....	126,331 09
Balances due from other roads, etc.	72,722 23

\$4,544,582 87

Capital stock.....	\$3,950,000 00
Unclaimed dividends.....	4,658 00
Dividend due Nov. 15th, 1871.....	202,564 10
Renewal fund.....	14,048 94
Balances due to other roads, etc...	15,736 28
Income account.....	357,575 55

\$4,544,582 87

President.—JOHN H. CLIFFORD.

Directors.—John H. Clifford, Samuel T. Dana, Geo. W. Hallet, J. Huntington Wolcott, T. P. I. Goddard, Wm. R. Robeson, F. M. Weld.

Treasurer.—BENJ. B. TORREY.

Superintendent.—A. A. FOLSOM.

Tide-Water Receipts.

The quantity of flour, wheat, corn and barley left at tide water from the commencement of navigation to the 30th of November inclusive, during the years 1870 and 1871, was as follows:

	Flour, bbls.	Wheat, bu.	Corn, bu.	Barley, bu.
1870..	430,400	17,124,700	4,805,100	3,984,700
1871..	290,700	21,313,400	20,042,300	3,839,400

Dec. 139,700 *4,158,700 *15,237,200 145,300
* Increase.

The receipts of the new crop of barley are 3,799,000 bush., against 3,902,300 bush. in 1870. The receipts of 1870, from December 1st to the close of navigation, were about 600,000 bushels. It is probable there is not far from that quantity now frozen in on the canal.

By reducing the wheat to flour the quantity of the latter left at tide water this year, compared with the corresponding period last year, shows an increase equal to 698,040 bbls. of flour.

The following comparative table shows the quantity of some of the principal articles of produce left at tide-water from the commencement of navigation to and including the 30th of November, in the years indicated:

	1869.	1870.	1871.
Canal opened—	May 6.	May 10.	April 24.
Flour, bbls.	521,800	430,004	290,700
Wheat, bushels..	18,028,800	17,124,700	21,313,400
Corn, bushels...	7,038,800	4,805,100	20,042,300
Barley, bushels.	3,159,300	3,984,700	3,839,400
Oats, bushels...	4,831,000	6,167,500	6,639,400
Rye, bushels....	251,400	587,500	1,107,900
Malt, bushels...	238,400	761,200	889,200
Feed, lbs.....	13,666,200	14,401,500	7,243,600

Virginia Valley Railroad.

Proposals will be received for the graduation, masonry, and ballasting of the first twenty-six sections of the Valley Road, between Harrisonburg and Staunton, until the 15th of January. Specifications, forms of contract and other information can be obtained at the Company's office in Staunton or on application to Richard Randolph, Engineer, at Camden Station. The construction of this Road has been undertaken by President Garrett with great energy, and it will be pushed forward to early completion. This is a most important link for the trade of Baltimore. The eastern

route has been taken, by way of Mount Sidney, parallel to the Valley turnpike, and enters the town of Staunton on the eastern side.

Imports of Dry Goods.

The imports of foreign dry goods at New York for the month of November, were:

ENTERED FOR CONSUMPTION.

	1870.	1871.
Manufactures of wool....	\$1,490,077	\$1,081,079
" cotton...	1,055,620	984,569
" silk.....	2,432,821	1,608,326
" flax.....	867,962	1,055,808
Miscellaneous dry goods..	641,822	831,082
Total entered for consump.	\$6,488,302	\$5,510,864

WITHDRAWN FROM WAREHOUSE.

	1870.	1871.
Manufactures of wool....	\$568,583	\$764,765
" cotton...	269,713	232,223
" silk.....	337,363	454,962
" flax.....	352,666	339,737
Miscellaneous dry goods..	123,799	122,421
Total withdrawn from warehouse.....	\$1,652,124	\$1,904,108
Add entered for consump.	6,488,302	5,510,864

Tot. thrown on the market..\$8,140,426 \$7,414,972

ENTERED FOR WAREHOUSING.

	1870.	1871.
Manufactures of wool....	\$941,600	\$925,320
" cotton...	344,709	422,156
" silk.....	631,653	484,614
" flax.....	467,055	497,938
Miscellaneous dry goods..	83,919	136,617
Total entered for wareh'g.	\$2,468,936	\$2,466,645
Add entered for consump.	6,488,302	5,510,864

Total entered at the port..\$8,957,238 \$7,977,509

The imports of foreign dry goods at New York for eleven months from January 1, were:

ENTERED FOR CONSUMPTION.

	1870.	1871.
Manufactures of wool....	\$20,033,847	\$26,239,664
" cotton...	14,650,396	18,764,317
" silk....	22,086,072	27,255,291
" flax....	9,807,222	11,698,812
Miscellaneous dry goods	8,434,036	9,888,082
Total entered for cons'p.	\$75,011,573	\$93,846,166

WITHDRAWN FROM WAREHOUSE.

	1870.	1871.
Manufactures of wool....	\$10,960,300	\$11,881,068
" cotton...	4,957,831	4,848,152
" silk....	5,107,551	7,010,797
" flax....	5,325,420	4,834,121
Miscellaneous dry goods.	1,297,764	1,419,283
Total withdrawn from warehouse.....	\$27,648,866	\$29,993,421
Add entered for consump.	75,011,573	93,846,166

Total thrown on the market....\$102,660,439\$123,839,587

ENTERED FOR WAREHOUSING.

	1870.	1871.
Manufactures of wool....	\$10,623,330	\$13,006,336
" cotton..	4,699,950	5,686,012
" silk....	4,426,750	7,740,661
" flax....	4,533,966	4,669,478
Miscellaneous dry goods.	1,268,719	1,711,535
Total entered warehouse.	\$26,552,715	\$32,615,022
Add entered for consump.	75,011,573	93,846,166

Total entered at the port.\$101,564,288\$126,461,188

The Delaware and Hudson Canal Company will pay a dividend of $3\frac{1}{2}$ per cent on the Rensselaer and Saratoga and Albany and Susquehanna Railroad stocks, after January 1.

Port Huron and Lake Michigan Railroad.

The earnings of this road for the fiscal year ending October 31, 1871, were:

From freight.....	\$106,408 26
" passengers.....	33,232 05
" car and engine service.....	522 48
" express, dockage and storage.	463 98
" U. S. Mail.....	1,958 83
	\$142,580 10

Expenses viz:

Maintenance of way.....	\$12,443 71
Fuel and supplies.....	5,578 11
Car and engine repairs....	6,927 66
Station buildings repairs..	253 77
General expenses.....	3,504 04
Wages, etc.....	21,452 23
Lost and damage freight..	258 80
	50,417 82

Net earnings.....\$92,162 28

The number of passengers carried over the road during the past year has been 41,988—an increase over the previous year of 25,331. Tons of freight moved, 55,028—an increase of 37,162.

The President in his report says:

Negotiations in progress at your last annual meeting with the Great Western Railway Company of Canada, and the Detroit and Milwaukee Railroad Company, were concluded on the 15th day of February last. Those agreements involved a change in our western terminus from Lansing to Owosso. It is believed that the connections thus secured will prove of permanent and substantial benefit to our company.

During the past year we have laid 33 miles of rails of which 28 miles have been added to our main line. The ballasting has been completed between Port Huron and Davison station, nine miles east of Flint, and the rest of the track has been put in good condition, so that the road will be open for traffic to Flint City on the 6th day of December next. So far as completed the track is in as good condition as that of any road in the State.

We have increased the equipment of the road by the addition of four first class locomotives, four passenger coaches, two baggage and mail cars, fifty-five box and sixty platform cars. We have also arranged to put 100 box cars, 32 feet long, into the "Michigan Line," transportation, and with the quota of the Great Western Railway in the same line shall offer ample facilities for the prompt movement of freight. At Port Huron a freight house and shed each one hundred feet long have been added for the accommodation of our traffic. The docks have been extended one thousand feet, including a ferry slip, which was put into use on the 15th day of June last. The adjacent grounds have been filled in and ample sidings provided. A set of Fairbanks' track scales of the capacity of 30 tons, have been put in upon our grounds here, and connected with our main and dock tracks.

An addition of 20x50 feet has been made to our work shop, a permanent turn-table has been put in, and a second engine-house to receive three locomotives has been erected.

Station buildings at Emmet and Attica have been completed. At Lapeer a freight house 24x100 feet has been put up, and a passenger house of the same dimensions is nearly completed. The contracts for all necessary buildings at Elba, Davison and Flint, are also let, and they will be ready for occupancy within 30 days. A turn-table and an engine house to receive two locomotives, have been completed at Flint. In accordance with the contract between this company and the Great Western Railway Company, the steamer *Florence* and the barge *Kent* have been employed here since the 15th day of June in transporting passengers and cars between the two roads.

A boat of capacity to carry ten loaded cars at a trip, and with double engines and boilers, and

first-class accommodations for passengers, is now being constructed and will be ready for the Spring business. A contract has been entered into with the American Merchants' Union Express Company, and they are now doing business over our road.

Over twenty miles of fencing have been built during the year. A telegraph line has also been put up and will be ready for use when our trains run to Flint.

The report of the treasurer submitted herewith shows the total fiscal operations for the year to have been \$852,663 25. The gross earnings of the road were \$142,580 10; operating expenses, \$50,417 82; net earnings, \$92,162 28. The operating expenses have been only 35 36-100 per cent. of the earnings and it is believed that with economy the expenses can be kept at about that ratio for some time. Statements of the earnings and expenses of the road for the current fiscal year, a comparative statement of the freight and number of passengers carried and of the equipment, are herewith submitted.

Arrangements are in progress for the completion of the line, and we see no reason to doubt that before another annual meeting the great work for which we have labored so long and zealously will have been finished, and in profitable operation.

The company have 7 locomotives, 6 passenger, 2 baggage, 2 caboose, 59 box freight, 100 "Michigan Line" box freight, 100 platform and 20 hand cars.

GENERAL BALANCES, 1870-71.

Cash on hand last report	\$7,049 57
Sales of bonds.....	551,000 00
Stock subscriptions.....	83,329 91
Earnings of road.....	142,580 10
Sundries—sales of old material, etc..	2 325 97
Floating indebtedness.....	66,377 70
	\$852,663 25
Construction.....	\$505,150 43
Equipment.....	101,521 45
Coupons, interest and discount.....	93,774 70
Port Huron dock and grounds.....	14,586 83
Station buildings.....	8,188 77
Machinery and tools Port Huron shops	507 69
Operating expenses.....	50,417 82
Cash on hand.....	\$65,599 21
Bills receivable.....	12,966 35
	78,565 56
	\$852,663 25

President—W. L. BANCROFT.

Directors—Isaac Gale, Artemas Thayer, Edgar White, W. L. Bancroft, W. K. Muir, Joseph Price, W. F. Drake.

Treasurer.—EDGAR WHITE.

Secretary.—E. B. TAYLOR.

Chief Engineer.—CHARLES PALMER.

General Superintendent.—W. L. BANCROFT.

New York (Viaduct) Railway.

At a meeting of the directors of this company on the 6th inst., it was decided to investigate thoroughly the plan approved by the old board, and to examine the principal plans which have been brought forward for rapid transit, with a view to adopting that which should prove the most feasible. For this purpose committees were appointed as follows:

Finance Committee—J. Seligman, L. P. Morton, J. F. D. Lanier, A. Belmont, and A. T. Stewart.

Executive Committee—John Taylor Johnston, William B. Duncan, William B. Ogden, S. D. Babcock, Sidney Dillon, William T. Blodgett, and Abraham S. Hewitt.

The Port Huron and Lake Michigan Railroad was formally opened to Flint on the 6th inst.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq.* 100	\$3,067,800	J. & J.	Jan. '72 34	Little Miami.* 50	\$5,871,450	J.A. J.O.	Jan. '72 2	Warren (N. J.) 100	\$1,800,000	J. & D.	Dec. '71 34
Allegheny Valley 50	2,263,350	J. & J.	July '71 4	Little Schuylkill.* 50	2,643,100	J. & J.	Jan. '72 34	Warwick Valley 100	225,000	A. & O.	Oct. '71 24
Atlanta and West Point 100	1,232,200	J. & J.	July '71 4	Long Island 50	3,000,000	M. & S.	Sept. '71 3	West Jersey 100	1,209,000	F. & A.	Aug. '71 4
Atlantic and Gulf 100	3,691,200	J. & J.	July '71 34	Louisv., Cin. and Lex. 50	1,623,483	J. & J.	July '69 3	Winchester & Potomac 100	180,000	J. & J.	Jan. '72 3
Atlantic and St. Law.* 100	2,494,900	M. & S.	Sept. '71 2	Louisville & Nashville 100	8,880,912	F. & A.	Aug. '71 4	Winchester & Strasburg 100	500,000	J. & J.	Jan. '72 34
Baltimore and Ohio 100	1,500,000	M. & S.	Sept. '71 2	Louisv., N. Alb. & Chi. 100	3,000,000	J. & D.	Dec. '70 3	Worcester and Nashua 75	1,400,555	J. & J.	July '71 34
Avon, Genesee & Mt. M.* 100	194,250	A. & O.	Oct. '71 14	Lowell and Lawrence 100	200,000	A. & O.	Oct. '71 3	HORSE-POWER R. R.			
Baltimore and Ohio 100	1,500,000	A. & O.	Oct. '71 5	Lykens Valley 20	600,000	F.M.A.N.	Nov. '71 24	Albany City 100	110,300	— & —	—
Berkshire 100	600,000	J.A. J.O.	July '71 14	Macon and Western 100	2,500,000	J. & D.	Dec. '71 5	Baltimore City 100	800,000	J. & J.	July '71 4
Berkshire & Corning.* 50	250,000	J. & D.	June '71 34	Manch. Central 100	3,400,500	— & —	—	Bleeker St. & Fy. (N.Y.) 100	900,000	— & —	—
Boston and Albany 100	19,150,800	M. & N.	Nov. '71 5	Manchester and Law. 100	1,000,000	M. & N.	Nov. '71 5	Boston and Chelsea 100	110,000	A. & O.	Oct. '71 4
Bos., Cin. & Fitchburg 100	633,200	J. & J.	July '71 3	Marietta & Cincinnati 50	1,372,891	— & —	—	Broadway (Brooklyn) 100	200,000	J.A. J.O.	Oct. '71 3
Burlington and Mo. Riv. 100	1,380,000	J. & J.	July '71 4	Marietta 2d pref. 50	4,460,388	M. & S.	Sept. '66 34	Broadway & 7th Av. (N.Y.) 100	2,100,000	J. & D.	Jun. '70 3
Camden and Amboy.* 100	5,847,000	J.A. J.O.	Jan. '72 7	Massachusetts 100	400,000	F. & A.	Aug. '71 4	Brooklyn City & Newt. 100	600,000	J. & J.	July '70 34
Camden and Atlantic 100	377,100	— & —	—	Memphis & Charleston 25	5,312,725	J. & J.	Jan. '69 3	Brooklyn and Jamaica 100	488,100	— & —	—
Camden and Atlantic 100	377,100	— & —	—	Michigan Central 100	14,665,848	J. & J.	July '71 5	Brooklyn City & Newt. 100	600,000	J. & J.	July '70 34
Camden and Atlantic 100	377,100	— & —	—	Mill Creek & Minehill 50	323,375	J. & J.	Jan. '72 5	Brooklyn and Jamaica 100	488,100	— & —	—
Camden and Atlantic 100	377,100	— & —	—	Millwaukee and St. Paul 100	11,822,878	J. & J.	Dec. '70 74	Brooklyn City & Newt. 100	600,000	J. & J.	July '70 34
Camden and Atlantic 100	377,100	— & —	—	— pref. 100	10,825,103	January	Jan. '71 7	Brooklyn City & Newt. 100	600,000	J. & J.	July '70 34
Camden and Atlantic 100	377,100	— & —	—	M. Hill & Sennyl. Hav.* 50	3,856,450	J. & J.	Jan. '72 34	Brooklyn City & Newt. 100	600,000	J. & J.	July '70 34
Camden and Atlantic 100	377,100	— & —	—	Morris and Essex.* 50	11,900,950	J. & J.	Dec. '71 34	Brooklyn City & Newt. 100	600,000	J. & J.	July '70 34
Camden and Atlantic 100	377,100	— & —	—	Nashua and Lowell 100	720,000	M. & N.	Nov. '71 5	Brooklyn City & Newt. 100	600,000	J. & J.	July '70 34
Camden and Atlantic 100	377,100	— & —	—	Naugatuck 100	1,864,400	F. & A.	Aug. '71 5	Brooklyn City & Newt. 100	600,000	J. & J.	July '70 34
Camden and Atlantic 100	377,100	— & —	—	Nequehoning Valley.* 50	1,000,000	M. & S.	Sept. '71 5	Brooklyn City & Newt. 100	600,000	J. & J.	July '70 34
Camden and Atlantic 100	377,100	— & —	—	Newark and N. York.* 100	977,400	J. & J.	Jan. '72 34	Brooklyn City & Newt. 100	600,000	J. & J.	July '70 34
Camden and Atlantic 100	377,100	— & —	—	N. Bedford & Taunton 100	500,000	M. & N.	July '71 4	Brooklyn City & Newt. 100	600,000	J. & J.	July '70 34
Camden and Atlantic 100	377,100	— & —	—	N. Castle & Beaver Val.* 50	1,800,000	J. & J.	Aug. '69 124	Brooklyn City & Newt. 100	600,000	J. & J.	July '70 34
Camden and Atlantic 100	377,100	— & —	—	N. Haven & Northamp. 100	605,000	J.A. J.O.	Oct. '71 24	Brooklyn City & Newt. 100	600,000	J. & J.	July '70 34
Camden and Atlantic 100	377,100	— & —	—	New Jersey.* 100	7,295,200	J.A. J.O.	Jan. '72 7	Brooklyn City & Newt. 100	600,000	J. & J.	July '70 34
Camden and Atlantic 100	377,100	— & —	—	New London Northern 100	1,003,500	J. & J.	Oct. '71 4	Brooklyn City & Newt. 100	600,000	J. & J.	July '70 34
Camden and Atlantic 100	377,100	— & —	—	N.Y. Cen. & Hudson R. 100	45,000,000	A. & O.	Oct. '71 4	Brooklyn City & Newt. 100	600,000	J. & J.	July '70 34
Camden and Atlantic 100	377,100	— & —	—	— Cert. 100	44,428,330	A. & O.	Oct. '71 4	Brooklyn City & Newt. 100	600,000	J. & J.	July '70 34
Camden and Atlantic 100	377,100	— & —	—	New York and Harlem 100	5,600,000	J. & J.	Jan. '72 4	Brooklyn City & Newt. 100	600,000	J. & J.	July '70 34
Camden and Atlantic 100	377,100	— & —	—	— pref. 100	1,600,000	J. & J.	Jan. '72 4	Brooklyn City & Newt. 100	600,000	J. & J.	July '70 34
Camden and Atlantic 100	377,100	— & —	—	N. York & New Haven 100	9,000,000	J. & J.	Jan. '72 4	Brooklyn City & Newt. 100	600,000	J. & J.	July '70 34
Camden and Atlantic 100	377,100	— & —	—	N. Y. Prov. & Boston 100	2,000,000	J. & J.	July '71 4	Brooklyn City & Newt. 100	600,000	J. & J.	July '70 34
Camden and Atlantic 100	377,100	— & —	—	Nig. Bridge & Canard 100	1,000,000	J. & J.	Jan. '72 3	Brooklyn City & Newt. 100	600,000	J. & J.	July '70 34
Camden and Atlantic 100	377,100	— & —	—	North Carolina.* 100	4,000,000	Irregular	July '71 5	Brooklyn City & Newt. 100	600,000	J. & J.	July '70 34
Camden and Atlantic 100	377,100	— & —	—	N. Eastern (N. C.) pref. 100	111,000	M. & N.	May '67 4	Brooklyn City & Newt. 100	600,000	J. & J.	July '70 34
Camden and Atlantic 100	377,100	— & —	—	North Pennsylvania 50	3,150,150	January	Jan. '71 58	Brooklyn City & Newt. 100	600,000	J. & J.	July '70 34
Camden and Atlantic 100	377,100	— & —	—	Northern Central 50	5,000,000	M. & N.	Nov. '71 3	Brooklyn City & Newt. 100	600,000	J. & J.	July '70 34
Camden and Atlantic 100	377,100	— & —	—	No.thern N. Hampsh. 100	3,068,400	J. & D.	Dec. '71 4	Brooklyn City & Newt. 100	600,000	J. & J.	July '70 34
Camden and Atlantic 100	377,100	— & —	—	Northern New Jersey.* 100	1,000,000	J. & J.	Jan. '72 4	Brooklyn City & Newt. 100	600,000	J. & J.	July '70 34
Camden and Atlantic 100	377,100	— & —	—	Norwich & Worcester.* 100	2,264,400	F. & A.	Jan. '71 5	Brooklyn City & Newt. 100	600,000	J. & J.	July '70 34
Camden and Atlantic 100	377,100	— & —	—	Ogdensb. & L. Champl.* 100	3,051,800	J. & J.	Jan. '71 34	Brooklyn City & Newt. 100	600,000	J. & J.	July '70 34
Camden and Atlantic 100	377,100	— & —	—	— pref. 100	2,000,000	A. & O.	Oct. '71 4	Brooklyn City & Newt. 100	600,000	J. & J.	July '70 34
Camden and Atlantic 100	377,100	— & —	—	Ohio and Mississippi 100	19,995,847	— & —	—	Brooklyn City & Newt. 100	600,000	J. & J.	July '70 34
Camden and Atlantic 100	377,100	— & —	—	— pref. 100	4,024,474	J. & D.	Dec. '71 34	Brooklyn City & Newt. 100	600,000	J. & J.	July '70 34
Camden and Atlantic 100	377,100	— & —	—	Oil Cr. & Allegheny R. 50	4,259,450	J.A. J.O.	Jan. '72 2	Brooklyn City & Newt. 100	600,000	J. & J.	July '70 34
Camden and Atlantic 100	377,100	— & —	—	Old Colony & Newt. 100	4,959,920	J. & J.	July '71 3	Brooklyn City & Newt. 100	600,000	J. & J.	July '70 34
Camden and Atlantic 100	377,100	— & —	—	Oswego and Syracuse.* 100	482,400	F. & A.	Aug. '71 4	Brooklyn City & Newt. 100	600,000	J. & J.	July '70 34
Camden and Atlantic 100	377,100	— & —	—	Pacific of Missouri 100	3,635,750	— & —	—	Brooklyn City & Newt. 100	600,000	J. & J.	July '70 34
Camden and Atlantic 100	377,100	— & —	—	Panama 100	7,000,000	J.A. J.O.	Jan. '72 3	Brooklyn City & Newt. 100	600,000	J. & J.	July '70 34
Camden and Atlantic 100	377,100	— & —	—	Paterson and Hudson 100	630,000	J. & J.	Jan. '72 4	Brooklyn City & Newt. 100	600,000	J. & J.	July '70 34
Camden and Atlantic 100	377,100	— & —	—	Paterson and Newark 100	500,000	J. & J.	Jan. '71 4	Brooklyn City & Newt. 100	600,000	J. & J.	July '70 34
Camden and Atlantic 100	377,100	— & —	—	Paterson and Ramapo 100	540,000	J. & J.	Jan. '71 3	Brooklyn City & Newt. 100	600,000	J. & J.	July '70 34
Camden and Atlantic 100	377,100	— & —	—	Pemb. & Hightstown.* 50	342,150	J. & J.	Nov. '71 5	Brooklyn City & Newt. 100	600,000	J. & J.	July '70 34
Camden and Atlantic 100	377,100	— & —	—	Pennsylvania 100	39,500,000	M. & N.	Nov. '71 5	Brooklyn City & Newt. 100	600,000	J. & J.	July '70 34
Camden and Atlantic 100	377,100	— & —	—	Peoria & Bureau Val.* 100	1,200,000	F. & A.	Aug. '71 4	Brooklyn City & Newt. 100	600,000	J. & J.	July '70 34
Camden and Atlantic 100	377,100	— & —	—	Philadelphia and Erie.* 50	6,004,300	J. & J.	Jan. '72 4	Brooklyn City & Newt. 100	600,000	J. & J.	July '70 34
Camden and Atlantic 100	377,100	— & —	—	— pref. 50	2,400,000	J. & J.	Jan. '72 4	Brooklyn City & Newt. 100	600,000	J. & J.	July '70 34
Camden and Atlantic 100	377,100	— & —	—	Phil. Ger. & Norristown.* 50	1,626,250	M.J.S.D.	Dec. '71 3	Brooklyn City & Newt. 100	600,000	J. & J.	July '70 34
Camden and Atlantic 100	377,100	— & —	—	Philadelphia & Reading 50	30,401,600	J. & J.	Jan. '72 5	Brooklyn City & Newt. 100	600,000	J. & J.	July '70 34
Camden and Atlantic 100	377,100	— & —	—	Phila. and Trenton 100	1,259,100	J.A. J.O.	Jan. '72 7	Brooklyn City & Newt. 100	600,000	J. & J.	July '70 34
Camden and Atlantic 100	377,100	— & —	—	Phila., Wil. & Balt. 50	9,562,650	J. & J.	Jan. '72 4	Brooklyn City & Newt. 100	600,000	J. & J.	July '70 34
Camden and Atlantic 100	377,100	— & —	—	Pittab., Ft. W. & Chi.* 100	19,714,285	J.A. J.O.	Jan. '72 14	Brooklyn City & Newt. 100	600,000	J. & J.	July '70 34
Camden and Atlantic 100	377,100	— & —	—	— Special Imp. 100	2,000,000	J.A. J.O.	Apr. '72 13	Brooklyn City & Newt. 100	600,000	J. & J.	July '70 34
Camden and Atlantic 100	377,100	— & —	—	Pittab. & N. Adams 100	618,700	J. & J.	Jan. '72 3	Brooklyn City & Newt. 100	600,000	J. & J.	July '70 34
Camden and Atlantic 100	377,100	— & —	—	Portland and Kennebec 100	202,400	A. & O.	Oct. '71 3	Brooklyn City & Newt. 100	600,000	J. & J.	July '70 34
Camden and Atlantic 100	377,100	— & —	—	Portland and Kennebec 100	202,400	A. & O.	Oct. '71 3	Brooklyn City & Newt. 100	600,000	J. & J.	July '70 34
Camden and Atlantic 100	377,100	— & —	—	Portland and Kennebec 100	202,400	A. & O.	Oct. '71 3	Brooklyn City & Newt. 100	600,000	J. & J.	July '70 34
Camden and Atlantic 100	377,100	— & —	—	Portland and Kennebec 100	202,400	A. & O.	Oct. '71 3	Brooklyn City & Newt. 100	600,000	J. & J.	July '70 34
Camden and Atlantic 100	377,100	— & —	—	Portland and Kennebec 100	202,400	A. & O.	Oct. '71 3	Brooklyn City & Newt. 100	600,000	J. & J.	July '70 34
Camden and Atlantic 100	377,100	— & —	—	Portland and Kennebec 100	202,400	A. & O.	Oct. '71 3	Brooklyn City & Newt. 100	600,000	J. & J.	July '70 34
Camden and Atlantic 100	377,100	— & —	—	Portland and Kennebec 100	202,400	A. & O.	Oct. '71 3	Brooklyn City & Newt. 100	600,000	J. & J.	July '70 34
Camden and Atlantic 100	377,100	— & —	—	Portland and Kennebec 100	202,400	A. & O.	Oct. '71 3	Brooklyn City & Newt. 100	600,000	J. & J.	July '70 34
Camden and Atlantic 100	377,100	— & —	—	Portland and Kennebec 100	202,400	A. & O.	Oct. '71 3	Brooklyn City & Newt. 100	600,000	J. & J.	July '70 34
Camden and Atlantic 100	377,100	— & —	—	Portland and Kennebec 100	202,400	A. & O.	Oct. '71 3	Brooklyn City & Newt. 100	600,000	J. & J.	July '70 34
Camden and Atlantic 100	377,100	— & —	—	Portland and Kennebec 100	202,400	A. & O.	Oct. '71 3	Brooklyn City & Newt. 100	600,000	J. & J.	July '70 34
Camden and Atlantic 100	377,100	— & —	—	Portland and Kennebec 100	202,400	A. & O.	Oct. '71 3	Brooklyn City & Newt. 100	600,000	J. & J.	July '70 34
Camden and Atlantic 100	377,100	— & —	—	Portland and Kennebec 100	202,400	A. & O.	Oct. '71 3	Brooklyn City & Newt. 100	600,000	J. & J.	July '70 34
Camden and Atlantic 100											

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NATIONAL AND STATE SECURITIES.

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		Interest.								Interest.					
		Rate.	Payable.	WHEN PAY- ABLE.	Market Price.	* Indicates that no interest is paid.				Rate.	Payable.	WHEN PAY- ABLE.	Market Price.		
National Securities Dec. 1, 1871.															
Loan of June 14, 1855.....registered	\$8,045,000	5	Jan. & July.	1874	109½	Maryland—Eastern Shore R. R. Loan.....				20,131	5	J. A. J. & O.	1890		
Loan of February 8, 1861.....registered	13,955,000	5	" " "	1874	110	.. .. Defense Loan Bonds.....				3,651,398	5	" " "	1883	
Loan of February 8, 1861.....coupon	13,728,000	6	Jan. & July.	1880	114	.. .. Southern Relief Bonds.....				100,000	6	" " "	1873	
Oregon War Bonds of March 2, 1861.....coupon	4,687,000	6	" " "	1880	117½	Massachusetts—State Scrip.....				324,000	5	Jan. & July.	74-'76		
Loan of July 1, and Aug. 3, 1861.....registered	124,981,150	6	Jan. & July.	1881	112 "									

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Adirondack:							Buffalo, Corry and Pittsburg:						
1st Mortgage.....	\$930,000	7	Jan. & July.	New York.	1886	....	1st Mortgage (B. C. & P. of Pa.)	\$100,000	7	Jan. & July.	New York.	1886	....
Alabama and Chattanooga:							1st Mort. (Buff. & O.C. Cross-cut)	600,000	7	"	"	1886	....
1st Mortgage, guar. by Ala. gold	16,000pm	8*	Jan. & July.	New York.	1889	....	Buffalo, New York and Erie:						
2d Mortgage.....	9,000pm	8	"	"	1889	....	1st Mortgage.....	2,000,000	7	June & Dec.	New York	1877	80
Alabama and Georgia:							2d Mortgage.....	380,000	7	May & Nov.	"	1872	....
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....	Burlington, Cedar Rapids & Minn.						
Albany and Susq.(D. & H.Canal):							1st Mortgage conv. & skg p'd. gold	20,000pm	7*	May & Nov.	New York.	1919	58
1st Mortgage, 1863.....	1,000,000	7	Jan. & July.	New York.	1888	....	Burlington and Missouri River.						
2d Mortgage, 1865.....	2,000,000	7	April & Oct.	"	1885	93	Stock Bonds redeem. in pref. st'k	600,000	7	Jan. & July.	Bost. & N. Y.	1875	101
3d Mortgage, 1869.....	175,000	7	May & Nov.	"	1881	....	Stock Bonds " "	1,999,380	8	"	"	1873	....
Albany City Loan, 1865.....	1,000,000	6	"	"	1895	....	Stock Bonds conv. into com. st'k	1,250,000	8	April & Oct.	"	1879	100
Alliogeny Valley:							Stock Bonds " "	1,246,800	8	Jan. & July.	"	1889	....
1st General Mortgage, 1866.....	4,000,000	7.3	Jan. & July.	New York.	1896	95	1st Mort. (Branch) bonds.....	900,000	8	"	"	1894	103
1st Mortgage, Eastern Extension	48,000	7	"	"	1885	....	1st Mortgage land grant inconv.	5,060,020	7	April & Oct.	New York.	1893	....
Special Bonds to State of Penn.	3,500,000	5	"	"	1881	....	Burlington & Mo. Riv. in Neb.:						
American Central (C. B. & Q.):							1st Mort. for \$5,000,000, conv....	3,360,000	8	Jan. & July.	Boston.	1894	94
1st Mortgage, traffic guar. 1868..	800,000	8	Jan. & July.	New York.	1878	....	California Pacific:						
Androscooggin:							1st Mortgage, sinking fund.....	2,250,000	7*	Jan. & July.	New York.	1889	106
1st Mortgage (Bath Loan).....	425,000	6*	April & Oct.	Portland.	1890	....	Camden and Amboy:						
Andros & Kennebec (Maine C.):							Sterling Bonds, \$238,600 @ 4.84..	1,396,824	6*	April & Oct.	London.	1880	....
1st Mortgage 1860 and 1861.....	1,100,000	6*	Feb. & Aug.	Boston.	'90-'91	86	Dollar Loan of 1874.....	675,000	6	"	New York.	1873	95
Atchison, Topeka and Santa Fe:							Dollar Loan of 1882.....	1,700,000	6	Feb. & Aug.	"	1885	....
1st Mortgage tax free.....gold	15,000pm	7*	Jan. & July.	New York.	1900	80	Dollar Loan of 1889.....	866,000	6	March & Sept.	"	1889	88
Atlanta and Richmond Air Line:							Consolidated Loan.....	4,929,200	6	June & Dec.	"	1889	93
1st Mortgage tax free, 1870..gold	16,000pm	8*	Jan. & July.	New York.	1900	....	Sterling (United Co's) Loan.....	1,846,000	6	March & Sept.	London.	1894	....
Atlantic and Great Western:							Dollar (United Co's) Loan.....	164,000	6	"	New York.	1894	....
1st Mortgage (N. Y. Penn. & O.)	8,812,400	7*	Various.	Lond. & N. Y.	'76-'84	....	Camden and Atlantic:						
2d Mortgage (N. Y. Penn. & Ohio)	3,908,000	7*	"	"	'81-'85	....	1st Mortgage of 1853.....	490,000	7	Jan. & July.	Philadelphia.	1873	95
Consolidated Mortgage.....	17,579,500	7*	April & Oct.	London.	1895	....	2d Mortgage of 1864.....	500,000	7	April & Oct.	"	1879	85
Atlantic and Gulf:							Camden and Burlington County:						
1st Mortgage (consol.) tax free..	2,000,000	7	Jan. & July.	New York.	1887	....	1st Mortgage of 1868.....	308,000	6	Feb. & Aug.	Philadelphia.	1897	87
Atlantic, Mississippi and Ohio:							Carthage & Burlington (C.B. & Q.):						
1st Mortgage on whole line.....	15,000pm	7	"	"	1901	....	1st Mortgage guar. and free tax..	600,000	8	May & Nov.	New York.	1879	95
Atlantic and North Carolina:							Catawba:						
1st Mortgage.....	200,000	8	Jan. & July.	New York.	1873	....	1st Mortgage.....	232,000	7	Feb. & Aug.	Philadelphia.	1882	96
Atlantic and Pacific:							Cedar Falls and Minnesota(I.C.):						
Land Mort. (500,000 acres)....gold	3,000,000	6*	Jan. & July.	New York.	1888	....	1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1884	83
1st Mortgage (So. Pacific)....gold	7,250,000	6*	"	"	1888	....	1st Mort. (Vt. to Minn. L. 62 m.)	1,377,000	7	Jan. & July.	"	1907	....
Atlantic and St. Lawrence:							Cedar Rapids & Mo. Riv. (C.&N.W.):						
Portland City Loan (skg fund) .	828,000	6	Various.	B. & N. Y.	1871	....	1st Mortgage Land Grant.....	3,617,000	7	April & Oct.	New York.	'91-'16	90
2d Mortgage.....	404,200	6	April & Oct.	Port. & Bost.	1871	....	Central Branch Union Pacific:						
1st Mortgage, sterling.....	885,500	6*	"	"	1884	....	1st Mort. (Atch. & Pike's P.)gold	1,600,000	6*	May & Nov.	New York.	1895	....
Sterling Loan of 1864 (5-20s).....	484,000	6*	May & Nov.	"	1878	....	2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	"	1895	....
Bald Eagle Valley (Penn. R.R.):							Central of Georgia:						
1st Mortgage.....	371,200	6	Jan. & July.	Philadelphia.	1881	....	1st Mortgage.....	789,000	7	March & Sept.	Savannah.	1875	....
2d Mortgage.....	100,000	7	"	"	1884	....	Central of Iowa:						
Baltimore and Ohio:							1st Mort. conv. & tax free..gold	16,000pm	7*	Jan. & July.	New York.	1899	....
Loan of 1855, sinking fund.....	683,250	6	Jan. & July.	Baltimore.	1875	96	Central of New Jersey:						
Loan of 1860.....	579,500	6	"	"	1880	96	2d Mortgage.....	254,000	7	May & Nov.	New York.	1875	101
Loan of 1863.....	1,710,500	6	April & Oct.	"	1885	95	New Loan for \$5,000,000.....	2,837,000	7	Feb. & Aug.	"	1890	104
Loan of 18 0.....sterling	3,872,000	6*	March & Sept.	London.	1895	....	Central Ohio (B. & O.):						
Loan of 1863 (Baltimore) skg fd.	6,000,000	6*	Jan. & July.	Baltimore.	1890	....	1st Mortgage guaranteed.....	2,500,000	6	March & Sept.	Baltimore.	1890	84
Baltimore and Potomac:							1st Mortgage.....gold	28,010,000	6*	Jan. & July.	New York.	'95-'99	103
1st Mort. of '69 for \$3,000,000 g'd	.....	6*	Jan. & July.	New York.	1899	....	Subordinate Loan (Int.by State)	1,500,000	7*	"	"	1885	....
Bangor and Piscataquis:							Convertible bonds.....	1,500,000	7*	"	"	1883	100
1st Mortgage (Bangor) loan	589,000	6	April & Oct.	Bangor.	1890	....	Income bonds.....	10,000,000	.....	"	"	1876	....
Barclay Coal:							Charleston and Savannah:						
1st Mortgage.....	107,000	7	March & Sept.	Philadelphia.	1882	....	1st Mortgage guar. by S. Car.....	505,000	6	May & Nov.	Charleston.	1870	....
Bay City and East Saginaw:							Charlotte, Columbia & Augusta:						
1st Mort. guar. by F. & P.Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....	1st Mort. (Char. & S. Car. 110 m.)	71,000	7	Jan. & July.	New York.	1880	....
Bay de Noquet and Marquette:							1st Mort. (Col. & Aug. 85 m.) .	371,500	7	"	"	1890	....
1st Mortgage Income.....	250,000	8	April & Oct.	Boston.	1875	....	1st Mortgage (consol. 195 m.)...	786,000	7	"	"	1895	....
Belfast and Moosehead Lake:							Cheraw and Darlington:						
1st Mort. guar. by M.C.Co.gold.	150,000	6*	May & Nov.	Portland.	1890	....	1st Mortgage.....	150,000	7	April & Oct.	Charleston.	1870	....
Bellefontaine & Ind.(C.C.C.&Ind.):							2d Mortgage.....	75,000	7	Jan. & July.	"	1879	....
1st Mortgage.....	637,000	7	Jan. & July.	New York.	'70-'90	....	1st Mortgage convertible.....	300,000	7	June & Dec.	New York.	1890	....
Bellefonte and Snow Shoe:							Consol. sink fund, gold (428 m.)	15,000,000	6*	May & Nov.	New York.	1907	....
1st Mortgage.....	99,000	6	Jan. & July.	Philadelphia.	1883	....	1st Mort. (Va.Cen.R.R.205 m.)gr.	100,000	6	Jan. & July.	"	1880	....
Beloit and Madison (C. & N.W.):							2d Mort. (" " ") ..	185,500	6	"	"	1872	....
1st Mortgage guaranteed.....	354,000	7	Jan. & July.	New York.	1888	....	3d Mort. (" " ") ..	901,000	6	"	"	1884	....
Belvidere Delaware:							Income.....	300,000	8	"	"	1876	....
1st Mortgage (guaranteed by	1,000,000	6	June & Dec.	New York.	1877	....	Cheshire:						
2d Mortgage (Camden and	492,500	6	March & Sept.	Princeton.	1885	82	Plain bonds.....	771,000	6	Jan. & July.	Boston.	'75-'80	80
3d Mortgage (Amboy.)	745,000	6	Feb. & Aug.	"	1887	83	Chester Creek:						
Blue Ridge, (S. Car.):							1st Mortgage.....	185,000	6	Jan. & July.	Philadelphia.	1903	....
1st Mortgage guar. by State.gold	4,000,000	7*	Jan. & July.	Charleston.	1898	....	Chester & Chicago Br. Junction:						
Boston, Clinton and Fitchburg:							1st Mortgage sinking fund.....	1,000,000	10	May & Nov.	St. Louis.	1877	....
1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	80	Chester and Tamaroa:						
Equalization or consol. bonds...	248,000	6	"	"	1885	....	1st Mortgage.....	660,000	7*	May & Nov.	New York.	1901	....
2d Mortgage of 1869-'70.....	152,500	7	"	"	'89-'90	85	Chester Valley:						
Boston, Concord and Montreal:							1st Mortgage.....	500,000	7	May & Nov.	Philadelphia.	1877	....
1st Mort. (Conc. to War. 71 m.)	13,000	7	Feb. & Aug.	New York.	1865	....	Chicago and Alton:						
2d Mort. conv. (1st M. on 22 1/2 m.)	150,000	6	Jan. & July.	Boston.	1870	....	1st Mortgage, pref. sinking fund.	308,000	7	May & Nov.	New York.	1877	10
2d Mort. conv. (1st M. on 22 1/2 m.)	200,000	7	"	"	1870	....	2d Mortgage.....	2,400,000	7	Jan. & July.	"	1883	9
Sinking Fund Mortgage.....	507,000	6	"	"	1889	92	2d Mortgage Income.....	1,100,000	7	April & Oct.	"	1883	9
Boston, Hartford and Erie:							Chicago, Burlington and Quincy:						
1st Mortgage (old).....	280,000	7	March & Sept.	Boston.	1884	....	Trust Mortgage skg fund.....	2,825,000	8	Jan. & July.	New York.	1883	....
1st Mortgage (new) for \$20,000,000	17,000,000	7	Jan. & July.	"	1899	27	Trust Mortgage, skg fund conv.	150,000	8	"	"	1883	....
1st Mortgage (new) guar. by Erie	3,000,000	7	"	"	1899	....	Trust Mortgage.....	400,000	7	April & Oct.	"	1890	....
Mass. Loan (secured by 1st m.b.)	3,000,000	7	"	"	1899	....	2d Mort. (4 p.c. after Jul.'75)gold	941,000	44	July.	Frankfort.	1890	....
Boston and Lowell:							American Cen. R.R. (37 m) guar.	738,002	8	Jan. & July.	New York.	1878	....
Convertible bonds.....	55,000	6	Jan. & July.	Boston.	1873	....	Carthage & Burl.R.R.(30m) guar.	600,000	8	May & Nov.	"	1879	9
Scrip certificates.....	380,000	3	January.	"	1873	....	Dix. Peo. & Han.R.R.(45 1/2m) guar.	800,000	8	Jan. & July.	"	1889	9
Wharf purchase bonds.....	200,000	6	April & Oct.	"	1879	....	Illinois Gr. Trunk R.R.(44m) guar.	990,000	8	April & Oct.	"	1890	8
Brunswick and Albany:							Keokuk & St.Paul (42 1/2 m.) guar.	1,000,000	8	"	Boston.	1879	6
1st Mort. endorsed by Ga....gold	3,630,000	6*	April & Oct.	New York.	1908	....	Ott.,Osw. & Fox.Rv.VI.R.R.(70m)	1,280,000	8	Jan. & July.	New York.	1900	....
2d Mort. sinking fund.....gold	2,350,000	7*	"	"	1892	....	Peoria & Hannib.R.R.(31 1/2m) guar.	600,000	8	"	"	1878	....
Buffalo, Bradford and Pittsburg:							Quincy & War. R.R.(40 m) guar.	800,000	8	"	"	1890	8
1st Mortgage guar. by Erie.....	580,000	7	Jan. & July.	New York.	1896	....	Chicago and Great Eastern:						
Buffalo and Erie (L. Sh. & M. So):							Construction Bonds.....	400,000	7	April & Oct.	New York.	1885	....
Bonds of Buff. and State Line.....	100,000	7	May & Nov.	New York.	1873	....	Income Bonds.....	900,000	7	Jan. & July.	"	1885	....
Bonds of Buff. and State Line.....	200,000	7	Jan. & July.	"	1882	....						
Bonds of Erie and Northeast.....	300,000	7	March & Sept.	"	1886	....						
Coast, bonds of April 1, 1898..	3,000,000	7	April & Oct.	"	1898	....						

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Chicago, Cincinnati and Louisv.:							Columbus and Hocking Valley:						
1st Mortgage.....	\$1,000,000	7	Jan. & July.	New York.	1887	....	1st Mortgage skg fund.....	\$1,498,000	7	April & Oct.	New York.	1897	....
Chicago, Danville and Vincennes:							2d Mortgage.....	118,000	7	Jan. & July.	"	1880	....
1st Mortgage S. F. ....gold	2,500,000	7*	April & Oct.	New York.	1909	87½	Columbus, Springfield and Cin.:				New York.	18—	....
Chicago, Dubuque & Minnesota:							1st Mortgage for \$1,000,000.....		7				....
1st Mortgage guaranteed.....	25,000pm	7	April & Oct.	New York.	1901	....	Columbus and Xenia:				New York.	1890	....
Chicago and Illinois Southern:							1st Mortgage.....	302,000	6	March & Sept.	New York.	1890	....
1st Mortgage, 162 miles.....	3,078,000	8	March & Sept.	New York.	1900	....	Concord and Claremont:				Boston.	Due.	....
Chicago, Iowa and Nebraska:							1st and 2d Mortgage.....	374,000	6				....
2d (now 1st) Mortgage guar.....	591,700	7	Jan. & July.	New York.	1880	96	Connecticut and Passumpsic Riv.:				Boston.	1876	92½
3d (now 2d) mortgage.....	218,000	7	Feb. & Aug.	"	1892	....	1st Mortgage skg fund, 1886.....	455,800	6	June & Dec.	"	1876	100
Chicago & Milwaukee (C. & N.W.):							Notes payable, coupon tax free.	559,429	7	"	"		....
1st Mortgage on 45 miles guar.....	397,000	7	May & Nov.	New York.	1874	....	Connecticut River:				Boston.	1878	....
1st Mortgage (consol.) 85 m. guar.	1,129,000	7	Jan. & July.	"	1898	96	1st Mortgage skg fund.....	250,000	6	March & Sept.	"	1878	....
Chicago and Northwestern:							Connecticut Western:				Hartford.	18—	....
Prof. sinking fund b'ds (193 m.).	1,245,500	7	Feb. & Aug.	New York.	1885	101	1st Mortgage.....	81,500	7				....
Interest (f'ded coup.) b'ds (193m.).	755,000	7	May & Nov.	"	1888	95	Connecting (Philadelphia):				Philadelphia.	1890	89
1st Mortgage General (193 m.) ..	3,588,000	7	Feb. & Aug.	"	1885	99	1st Mortgage.....	1,000,000	6	March & Sept.	"	1872	....
1st Mortgage, Appleton Ext.....	184,000	7	"	"	1885	....	Contoocook River:				Boston.	18—	....
1st Mortgage, Green Bay Ext.....	300,000	7	"	"	1885	....	1st Mortgage.....	30,000	6				....
Equipment Mortgage.....	101,000	7	April & Oct.	"	1874	....	Cooperstown and Susq. Valley:				New York.	1889	....
1st Mort. (Gal. & Chic. U. R. R.) ..	1,785,000	7	Feb. & Aug.	"	1882	....	1st Mortgage.....	100,000	7	Jan. & July.	"	1872	....
2d Mort. (Gal. & Chic. U. R. R.) ..	948,000	7	May & Nov.	"	1875	....	Coun. Bluffs & St. J. (K. St. J. & C.B.):				New York.	1880	....
Miss. Riv. Bridge (") ..	200,000	7	Jan. & July.	"	1884	....	1st Mortgage.....	500,000	7	Jan. & July.	"	1872	....
1st Mort. (Elgin and State Line).	132,000	7	"	"	1878	....	2d Mortgage.....	150,000	10	"	"		....
1st Mortgage (Peninsula).....	767,000	7	March & Sept.	"	1898	....	Covington and Lex. (Ky. Cen.):				New York.	1872	....
Consol. skg fund Mort. (800 m.).	2,500,000	7	May & Nov.	"	1915	92	1st Mortgage March 1882.....	120,000	7	March & Sept.	"	1883	....
Equipment Mortgage.....	275,000	10	"	"	1871	....	2d Mortgage March 1883.....	844,000	7	"	"	1872	....
1st Mort. (Chic. & Mil. R.R.) 45m.	397,000	7	May & Nov.	"	1874	....	3d Mortgage June 1885.....	237,000	7	June & Dec.	"	1885	....
2d Mort. (Mil. & Chi. R. R.) 40m.	182,000	7	March & Sept.	"	1874	....	Cumberland Coal and Iron:				New York.	1881	....
3d Mort. (") ..	10,500	7	June & Dec.	"	1898	....	1st Mortgage of March 1886.....	803,500	6	March & Sept.	"	1888	....
1st Mort. (Chi. & Mil. R. W.) 85m	1,185,000	7	Jan. & July.	"	1898	96	2d Mortgage of May 1, 1888.....	770,000	6	May & Nov.	"	1881	....
1st Mort. (Bel. & Mad. R.R.) 46m.	333,000	7	"	"	1888	....	1st Mort. (George's Cr.) assumed	98,600	6	June & Dec.	"	1881	....
1st Mort. (Mad. Exten.) 126 m. g'd	3,150,000	7*	April & Oct.	"	1911	....	Cumberland Valley:				Philadelphia.	1904	....
1st Mort. (Men. Exten.) 120 m. g'd	2,700,000	7*	Jan. & July.	"	1911	....	1st Mortgage.....	161,000	8	April & Oct.	"	1903	....
Chicago & Mich. Lake Shore:							2d Mortgage.....	109,500	8	Jan. & July.	"	1884	....
1st Mortgage.....	4,000,000	8	March & Sept.	New York.	1889	84	Plain bonds.....	81,800	8		"		....
Chicago, Pekin & Southwestern:							Danbury and Norwalk.....	100,000	7	Jan. & July.	New York.	1880	....
1st Mortgage.....gold	15,000pm	7*	Jan. & July.	New York.	1891	....	1st Mortgage of 1889.....	200,000	7	"	"	1890	....
Chicago, Rock Island and Pacific:							1st Mortgage of 1889.....	200,000	7	"	"	1890	....
1st Mortgage (consol.).....	9,000,000	7	Jan. & July.	New York.	1896	103½	Danv. Hazleton & Wilkesbarre:				Philadelphia.	1888	....
Chl. & Southwestern (C. R. I. & Pac.):							1st Mortgage tax free 1868.....	1,400,000	7	April & Oct.	"	1888	....
1st Mort. guar. and tax free.gold	5,000,000	7*	May & Nov.	New York.	1889	....	Davenport and St. Paul:				New York.	1890	....
Chillicothe & Brunswick (N.Mo.):							1st Mortgage of June 1, 1870.....	20,000pm	7	June & Dec.	"	1890	....
1st Mortgage guaranteed.....	500,000	8	Jan. & July.	New York.	1894	....	Dayton and Michigan:				New York.	1884	....
Cincinnati & Balt. (Mar. & Cin.):							1st Mortgage sinking fund.....	2,776,000	7	Jan. & July.	"	1879	....
1st Mortgage guaranteed.....	500,000	7	April & Oct.	Baltimore.	18—	....	2d Mortgage.....	642,000	7	March & Sept.	"	1888	....
Cincinnati, Hamilton and Dayton:							3d Mortgage.....	700,000	7	April & Oct.	"	1871	....
1st Mort. of 1863 extended.....	1,250,000	7	May & Nov.	New York.	1880	....	Toledo Depot bonds.....	169,500	7	March & Sept.	"	1871	....
2d Mortgage of 1865.....	500,000	7	Jan. & July.	"	1885	....	Dayton and Union:				New York.	1879	....
3d Mortgage of 1867, skg fund.....	282,000	8	June & Dec.	"	1877	....	1st Mortgage, registered.....	149,000	7	March & Sept.	"	1879	....
Cinc. and Indiana (C. Laf. & Chi.):							2d Mortgage.....	135,000	7	June & Dec.	"	1879	....
1st Mortgage guaranteed.....	500,000	7	June & Dec.	New York.	1892	....	Income Bonds.....	252,445	6	"	"	1879	....
2d Mortgage guaranteed.....	1,500,000	7	Jan. & July.	"	77-87	....	Dayton and Western:				New York.	1905	....
Cincinnati and Indianapolis June:							1st Mortgage.....	275,000	7	Jan. & July.	"	1905	....
1st Mortgage.....	1,200,000	7	Jan. & July.	New York.	1888	....	2d Mortgage.....	433,000	6	"	"	1905	....
2d Mortgage.....	800,000	7	March & Sept.	"	1883	....	Decatur & E. St. Louis (T.W. & W.):				New York.	1890	....
1st Mortgage (Newcastle Br.) ..	250,000	7	June & Dec.	"	1884	....	1st Mortgage.....	2,700,000	7	Jan. & July.	"	1890	....
Cincinnati, Lafayette and Chi.:							Decatur, Sullivan and Mattoon:				New York.	1901	....
1st Mortgage.....gold	20,000pm	7*	March & Sept.	New York.	1901	....	1st Mortgage.....	500,000	8	March & Sept.	"	1890	....
Cin. and Martinsville (C. & Laf.):							Delaware:				Philadelphia.	1875	....
1st Mortgage guaranteed.....	400,000	7	Jan. & July.	New York.	1895	....	1st Mortgage.....	500,000	6	Jan. & July.	"	1876	....
Cincinnati, Richmond & Chicago:							Delaware State Loan.....	170,000	6	"	"	1876	....
1st Mortgage.....	560,000	7	Jan. & July.	New York.	1895	....	Guaranteed Bonds.....	100,000	6	"	"	1875	....
Cincinnati, Sandusky and Clev.:							Exten. (Seaf. to Delmar) bonds.....	100,000	6	"	"	1880	....
1st Mortgage of 1867.....	1,051,861	7	June & Dec.	New York.	1890	81	Delaware, Lackawanna & Western:				New York.	1871	....
1st Mort. (San. Day. and Cin.) ..	988,000	6	Feb. & Aug.	Boston.	1900	77½	1st Mort. (Lack. & Western).....	564,000	7	Jan. & July.	"	1875	101
1st Mort. (San. City and Ind.) ..	350,000	7	March & Sept.	"	1877	91½	1st Mort. (Eastern Ext.) ..	1,111,000	7	April & Oct.	"	1875	101
Cincinnati and Zanesville:							2d Mort. (General).....	1,633,000	7	March & Sept.	"	1881	97
1st Mortgage.....	1,300,000	7	May & Nov.	New York.	1893	....	Denver Pacific:				New York.	1897	....
Clev. Col. and Cine. (C. C. & I.):							1st Mortgage (Land grant) ..gold	2,500,000	7*	May & Nov.	"	1897	....
1st Mortgage \$25,000 a year.....	365,000	7	June & Dec.	New York.	71-84	....	Des Moines Valley:				New York.	1877	....
Clev. Col. Cin. & Indianapolis:							1st Mortgage (on 154 miles).....	2,310,000	8	April & Oct.	"	1898	....
1st Mortgage sinking fund.....	2,004,000	7	May & Nov.	New York.	1899	98	1st Mortgage Land grant.....	4,690,000	8	"	"	1884	....
1st Mort. (C. U. and C. R. R.) ..	365,000	7	June & Dec.	"	71-84	....	Income Bonds.....	462,000	7	Jan. & July.	"	1884	....
1st Mort. (Bell. and Ind. R.R.) ..	646,000	7	Jan. & July.	"	70-96	....	Detroit, Hilldale and Indiana:				New York.	1890	87½
Cleveland and Mahoning:							1st Mort. (16,000 p. m.) ..guar.	1,080,000	8	June & Dec.	"	1890	....
1st Mortgage.....	810,500	7	Feb. & Aug.	New York.	1873	....	1st Mortgage.....	3,000,000	8	May & Nov.	New York.	1890	....
3d Mortgage sinking fund.....	654,500	8	March & Sept.	"	1876	....	1st Mortgage Ionia and Lansing.	770,000	8	Jan. & July.	"	1879	....
1st Mort. (Hubbard Br.) skg f'd.	117,500	7	Jan. & July.	"	1881	....	2d Mortgage Ionia and Lansing.	300,000	8	May & Nov.	"	1880	....
Clev. Mt. Vernon and Delaware:							Detroit and Milwaukee:				New York.	1875	....
1st Mort. for \$1,500,000.....gold	143,000	7*	Jan. & July.	New York.	1900	....	1st Mortgage, convertible.....	2,500,000	7	May & Nov.	"	1875	....
Clev. Painesv. & Ash. (L. Shore):							2d Mortgage.....	1,000,000	8	"	"	1875	....
1st Mortgage Sunbury and Erie.	500,000	7	Jan. & July.	New York.	1874	97½	1st Mortgage Funded Coupons.....	628,525	7	Jan. & July.	"	1875	....
2d Mortgage (registered).....	1,000,000	7	"	"	1880	....	2d Mortgage Funded Coupons.....	377,115	7	May & Nov.	"	1875	....
3d Mortgage.....	1,000,000	7	April & Oct.	"	1892	94	Bonds of June 30, 1886, (cond.) ..	1,916,639	6	"	N.Y. & Detroit.	1886	....
Cleveland and Pittsburgh:							Bonds of Sept. 6, 1886.....	300,000	6</				

AMERICAN RAILROAD BOND LIST.

Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Dubuque and Sioux City:							Grand River Valley (Mich. C.):						
1st Mortgage (1st Division).....	\$300,000	7	Jan. & July.	New York.	1883	93	1st Mortgage, guaranteed.....	\$1,000,000	8	Jan. & July.	New York.	1886	.....
1st Mortgage (construction).....	600,000	7	" " "	" " "	1894	.....	2d Mortgage, guaranteed.....	500,000	8	April & Oct.	" " "	1888	104
Sinking Fund (convertible).....	1,000,000	7	May & Nov.	" " "	1888	.....	Greenville and Columbia:						
Dutchess and Columbia:							1st Mortgage guar. by S. Car.....	1,426,546	7	Jan. & July.	New York.	'81-'86	.....
1st Mortgage Jan. 1, 1868.....	1,500,000	7	Jan. & July.	New York.	1908	.....	1st Mortgage not guaranteed.....	370,769	7	" " "	" " "	'81-'86	.....
East Brandywine & Waynesburg:							Greenwich and Johnsonville:						
1st Mortgage.....	140,000	7	Jan. & July.	Philadelphia.	1885	.....	1st Mortgage.....	130,000	7	Jan. & July.	New York.	1889	.....
2d Mortgage.....	35,000	8	" " "	" " "	1873	.....	Hackensack & New York (Erie):						
East Pennsylvania (Ph. & Rd.):							1st Mortgage.....	62,000	7	Jan. & July.	New York.	1872	.....
1st Mortgage, guar. S. G. Fund.....	495,000	7	March & Sept.	Philadelphia.	1888	90	Hackensack & N. York Ext. (Erie):						
East Tenn. & Georgia (E. T. V. & G.):							1st Mortgage of May 1, 1869.....	129,100	7	May & Nov.	New York.	1889	.....
1st Mortgage.....	640,000	6	Mar. & July.	New York.	1880	.....	Hannibal and Naples:						
Interest bonds (funded coupons)	136,400	7	" " "	" " "	1870	.....	1st Mortgage of Nov. 1, 1863.....	675,000	7	May & Nov.	New York.	1898	88
East Tennessee, Virginia & Ga.:							1st Mortgage guaranteed.....	15,000pm	7	Jan. & July.	New York.	1890	.....
1st Mortgage, consol. a. g. fund.....	3,500,000	7	Jan. & July.	New York.	1900	.....	Hannibal & Cen. Mo. (C. & Alton):						
Eastern Mass.:							1st Mortgage.....	1,500,000	6	Jan. & July.	New York.	1871	94
State Loan (1st Lien) \$50,000 a. yr.	260,000	5	J. A. J. & O.	Boston.	1874	.....	Mo. State Loan, 1855.....	1,500,000	6	" " "	" " "	1885	.....
Loan of 1862, sterling.....	383,000	6	Jan. & July.	London.	1872	.....	Six years Mortgage bonds.....	69,000	10	" " "	" " "	1872	.....
Loan 1864, convertible.....	750,000	6	Feb. & Aug.	Boston.	1874	96	Three years' notes.....	810,000	8	" " "	" " "	1873	.....
Loan of 1865.....	160,000	6	April & Oct.	" " "	1885	96	Five years' notes.....	1,024,300	8	" " "	" " "	1885	94
Loan of 1868.....	1,000,000	6	March & Sept.	" " "	1883	.....	Fifteen years' bonds.....	1,209,500	8	" " "	" " "	1892	97
Loan of 1869.....	800,000	6	May & Nov.	" " "	1889	95	1st Mort. (Q. and Palmyra R.R.)	900,000	8	Feb. & Aug.	" " "	1892	109
Essex Railroad 1st Mortgage.....	194,400	6	Jan. & July.	" " "	1876	90	1st Mort. (Kan. City & Cam. R.R.)	1,200,000	10	Jan. & July.	" " "	1888	105
Eastern Shore (Md.):							Land Mortgage.....	1,503,700	7	April & Oct.	" " "	1888	.....
1st Mortgage.....	400,000	6	Jan. & July.	Baltimore.	1880	.....	Convertible Mortgage.....	5,600	7	Jan. & July.	" " "	1888	.....
2d Mortgage.....	180,000	6	April & Oct.	" " "	1886	.....	Hanover Branch (Mass.):						
Elizabethtown and Paducah:							1st Mortgage.....	60,000	7	Jan. & July.	Boston.	1889	.....
1st Mortgage, convertible.....	3,000,000	8	March & Sept.	New York.	1890	.....	Harlem Extension:						
Elmira and Williamsport (N. Cen.):							1st Mortgage of Jan. 1, 1870.....	4,000,000	7	Jan. & July.	New York.	1890	.....
Income Mortgage.....	1,000,000	7	Jan. & July.	Philadelphia.	1880	94	Harrisburg & Lancaster (Pa. R.R.):						
Real Estate (Elmira) bond.....	50,000	7	May & Nov.	" " "	1872	.....	1st Mortgage, guaranteed.....	700,000	6	Jan. & July.	Philadelphia.	1883	95
Erie Railway:							Hartford and New Haven:						
1st Mortgage.....	3,000,000	7	May & Nov.	New York.	1877	100	1st Mortgage.....	754,000	6	Jan. & July.	New York.	1873	.....
2d Mortgage convertible.....	4,000,000	7	March & Sept.	" " "	1879	95	Hartford, Providence and Fishkill:						
3d Mortgage.....	6,000,000	7	" " "	" " "	1883	91	1st Mort. (R. Island 26.32 m.)...	481,000	7	Jan. & July.	Providence.	1876	.....
4th Mortgage convertible.....	4,441,000	7	April & Oct.	" " "	1880	87	1st Mort. (Connecticut 96.04 m.)	1,574,500	7	" " "	Hartford.	1876	.....
5th Mortgage convertible.....	926,500	7	June & Dec.	" " "	1888	81	Hastings and Dakota:						
Buffalo Branch, 1st mortgage.....	186,400	7	Jan. & July.	" " "	1891	.....	1st Mortgage.....	20,000pm	7	Jan. & July.	New York.	1900	.....
Sterling Loan (\$1,000,000) conv.	4,544,400	6	March & Sept.	London.	1875	.....	Hempfield:						
Erie and Pittsburg (Penn.):							1st Mortgage (part collateral)...	1,000,000	6	Jan. & July.	Philadelphia.	1872	.....
1st Mortgage.....	749,400	7	Jan. & July.	Philadelphia.	1882	.....	Housatonic:						
2d Mortgage.....	153,000	7	March & Sept.	" " "	1890	.....	1st Mortgage sinking fund.....	191,000	7	Jan. & July.	Bridgeport.	1877	.....
Consolidated Mortgage tax free.	1,674,000	7	Jan. & July.	" " "	1893	.....	2d Mortgage.....	100,000	7	Feb. & Aug.	" " "	1885	.....
European & North American:							3d Mortgage of 1869.....	50,000	7	April & Oct.	" " "	1889	.....
B'gor L'n, 1st on 66 m. & 2d on 46 m.	1,000,000	6	Jan. & July.	N. Y. & Lond.	1898	.....	Houston and Texas Central:						
1st m. R.R. & L'd (B to Win 45 m)	2,000,000	6	" " "	" " "	1899	.....	1st Mortgage (L. G. s. g. fund, gold)	3,400,000	7	Jan. & July.	New York.	1891	.....
Evanville and Crawfordville:							Hudson River (N. Y. Cen. & H.R.):						
1st Mortgage (Ev. & Ill. R.R.)...	350,000	7	Jan. & July.	New York.	1889	.....	1st Mortgage.....	200,000	7	Feb. & Aug.	New York.	1870	.....
1st Mortgage (Ev. & Chi. R.R.)...	740,000	7	May & Nov.	" " "	1889	.....	2d Mortgage, sinking fund.....	1,894,000	7	June & Dec.	" " "	1885	107
1st Mort. (Rockville Extension)...	150,000	7	Feb. & Aug.	" " "	1881	.....	3d Mortgage.....	180,000	7	May & Nov.	" " "	1875	.....
Consolidated Mortgage.....	.....	7	Jan. & July.	" " "	1889	.....	Huntington and Broad Top Mt.:						
Evanville, Henderson & Nashv.:							1st Mort. (extended 1870 to 1890)	416,000	7	April & Oct.	Philadelphia.	1890	100
1st Mortgage of July 1, 1867.....	1,000,000	7	Jan. & July.	New York.	1897	.....	2d Mortgage.....	267,500	7	Feb. & Aug.	" " "	1875	86
Fall River, Warren & Providence:							1st Mortgage (Consol.).....	1,069,000	7	April & Oct.	" " "	1895	47
1st Mortgage.....	150,000	7	Jan. & July.	Providence.	1882	.....	Illinois Central:						
Flemington (Belv. Del.):							1st Mortgage Construction.....	3,090,000	7	April & Oct.	New York.	1875	106
1st Mortgage guaranteed.....	100,000	6	Jan. & July.	Princeton.	1877	.....	1st Mortgage Construction.....	332,000	6	" " "	" " "	1875	.....
Flint and Pere Marquette:							Redemption currency.....	2,500,000	6	" " "	" " "	1890	.....
1st Mortgage L. G. 1st mort.....	267,000	7	May & Nov.	New York.	1880	.....	Redemption, sterling.....	2,500,000	6	" " "	London.	1890	.....
1st Mortgage L. G. 2d mort.....	319,000	7	Jan. & July.	" " "	1887	.....	Illinois & South Iowa (T. W. & W.):						
1st Mortgage L. G. 3d mort.....	1,200,000	8	March & Sept.	" " "	1888	.....	1st Mortgage.....	300,000	7	Feb. & Aug.	New York.	1882	85
F. & Holly R.R. b'ds (\$25,000 a. yr)	500,000	10	May & Nov.	" " "	1888	.....	Indiana and Illinois Central:						
Flushing & North Side (L. I.):							1st Mortgage.....	2,750,000	7	Jan. & July.	N. Y. & Lond.	1900	.....
1st Mortgage.....	825,000	7	Jan. & July.	New York.	1889	.....	Indianapolis, Blooming. & West:						
Fonda, Johnston & Gloversville:							1st Mortgage, conv.....	5,000,000	7	April & Oct.	New York.	1909	.....
1st Mortgage.....	300,000	7	" " "	New York.	1889	.....	2d Mortgage.....	1,500,000	8	" " "	" " "	1890	.....
Ft. W., Jackson & Sag. (Mich. C.):							Indianapolis, Cin. and Lafayette:						
1st Mortgage guaranteed.....	1,500,000	8	Jan. & July.	New York.	1889	.....	1st Mortgage (Ind. & Cin.) 95 m	1,539,500	7	April & Oct.	New York.	1888	.....
Ft. W., Muncie & Cin. (F. W. J. & S.):							1st Mortgage (L. C. & L.) 179 m.	2,770,000	7	Feb. & Aug.	" " "	1897	.....
1st Mortgage guaranteed.....	1,800,000	7	Jan. & July.	New York.	1889	.....	1st Mortgage (") 179 m.	1,566,000	7	June & Dec.	" " "	1899	69
Galena & Chic. Union (C. & N. W.):							1st Mortgage (Cin. and Ind.)...	500,000	7	" " "	" " "	1893	.....
1st Mortgage.....	1,807,000	7	Feb. & Aug.	New York.	1882	106	2d Mort. (C. & L.) 10, 15 & 20 yrs.	1,500,000	7	Jan. & July.	" " "	'77-'78	.....
2d Mortgage.....	985,000	7	May & Nov.	" " "	1875	96	Indianapolis, Crawfordsv. & Danv.:						
Miss. River Bridge bonds.....	200,000	7	Jan. & July.	" " "	1884	.....	1st Mortgage.....	1,500,000	7	Jan. & July.	New York.	1888	.....
Georgia:							Indianapolis & Madison (J. M. & L.):						
Bonds (various).....	681,000	7	Jan. & July.	Augusta.	'71-'86	.....	1st Mortgage of May 1, 1862.....	397,000	7	May & Nov.	New York.	1882	.....
Goshen and Deckertown (Erie):							Indianapolis & Vincen. (Pa. R.R.):						
1st Mortgage.....	226,500	7	Jan. & July.	New York.	1889	.....	1st Mortgage guaranteed.....	1,700,000	7	Feb. & Aug.	New York.	1908	.....
Gr. Rapids & Indiana (P. F. W. & C.):							2d Mortgage.....	1,480,000	7	May & Nov.	" " "	1889	.....
1st Mortgage guar half yr.....	4,000,000	7	Jan. & July.	New York.	1893	.....	Ionis & Lansing (D. L. & L. Mich.):						
1st Mortgage half year.....	4,000,000	7	April & Oct.	" " "	1899	.....	1st Mortgage assumed.....	770,000	8	Jan. & July.	New York.	1879	.....
Grand Trunk (Ca.):							2d Mortgage.....	300,000	8	May & Nov.	" " "	1880	.....
1st Preference Bonds £2,763,325.	13,516,625	5	Jan. & July.	London.	.....	.....	Iowa Falls & Sioux City (Ill. Cen.):						
2d Preference Bonds £1,610,264.	8,051,320	4	" " "	" " "	.....	.....	1st Mortgage of April 1, 1869.....	2,960,000	7	April & Oct.	New York.	1899	.....
3d Preference Bonds £758,510.	3,792,550	4	" " "	" " "	.....	.....	Iowa Midland (C. & N. W.):						
4th Preference Bonds £5,571,210.	27,885,805	4	" " "	" " "	.....	.....	1st Mort. of Aug. 1, 1870 guar.....	18,000pm	8	Feb. & Aug.	New York.	1900	.....
Equipment Bonds £610,490.	3,052,400	6	April & Oct.	" " "	.....	.....	Iowa Southern:						
Postal & Military b'ds £1,200,000	6,000,000	6	Feb. & Aug.	" " "	.....	.....	1st Mortgage, tax free.....	1,000,000	7	June & Dec.	New York.	1908	.....
Provincial Debenture's £3,111,500	15,537,500	.....	" " "	" " "	.....	.....	Ironton:						
Great Falls and Conway:							1st Mortgage.....	130,000	7	May & Nov.	Philadelphia.	1875	.....
1st Mortgage.....	200,000	6	Jan. & July.	Boston.	1878	.....	Jackson, Lansing and Saginaw:						
Great Western (Canada):							1st Mortgage of 1865.....	1,495,000	8	Jan. & July.	New York.	1885	100
Perpetual Debentures.....	227,273	5	" " "	London.	.....	.....	2d Mort. of 1868 for \$500,000.....	100,000	8	March & Sept.	" " "	1888	100
Mortgage Bonds.....	2,076,176	4	" " "	" " "	'71-'73	.....	Consolidated Mort. for \$3,000,000	.....	8	May & Nov.	" " "	1890	99
Mortgage Bonds.....	2,375,906	4	" " "	" " "	1873	.....	James' & Frank. (L. S. & M. So.):						
Mortgage Bonds.....	618,066	6	" " "	" " "	1876	.....	1st Mortgage guaranteed.....	406,000	7	Jan. & July.	New York.	1897	.....
Mortgage Bonds.....	2,390,333	5	" " "	" " "	1877	.....	2d Mortgage guaranteed.....	500,000	7	June & Dec.	" " "	1894	.....
Mortgage Bonds.....	301,733	5	" " "	" " "	1878	.....	Jefferson (Erie):						
Mortgage Bonds.....	4,866	5	" " "	" " "	1881	.....	1st Mort. (Hawley Section 8 m.)	204,000	7	Jan. & July.	New York.	1867	.....
Gt. Western of Illinois (T. W. & W.):							2d Mort. (")	96,000	7	" " "	" " "	1880	.....
1st Mortgage (W. of Decatur).....	687,000	10	April & Oct.	New York.	1871	.....	1st Mort. (Carbondale Sec. 28 m)	2,000,000	7	" " "	" " "	1889	.....

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Jeffersonville, Madison & Indian.							Lehigh Valley:						
1st Mortgage of Oct. 1, 1886.....	\$2,107,000	7	April & Oct.	New York.	1906	....	1st Mort. of 1858	\$963,000	6	April & Oct.	Philadelphia.	1872	....
2d Mortgage of Oct. 1, 1870.....	2,000,000	7	" "	" "	1910	....	1st Mort. of 1908 (coup & reg.) free	3,343,000	6	June & Dec.	" "	1898	974
1st Mortgage (Ind. & Mad.) guar.	397,000	7	May & Nov.	" "	1882	....	1st Mort. of '70 (reg.) for \$6,000,000	1,050,000	7	" "	" "	1900	1014
2d Mortgage (Jeffersonville)	345,000	7	April & Oct.	" "	1873	....	1st Mort. (Hazleton R.R.) of 1862	132,000	6	April & Oct.	" "	1872	....
Louisville Loan (Jefferson R.R.)	74,000	6	" "	" "	1882	....	Lewey's Island (S. C. & P.):						
Joliet and Chicago (C. & Alton):							1st Mortgage (Calais Loan).....	130,000	6	June & Dec.	Calais.	1876	....
1st Mortgage akg fund guar.	410,000	8	Jan. & July.	New York.	1882	108	Little Miami & Colum. & Xenia:						
Joliet & Northern Ind. (Mich. C.):							1st Mortgage.....	1,480,000	6	May & Nov.	New York.	1883	....
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1874	....	Cincinnati Loan.....	100,000	6	June & Dec.	Cincinnati.	1880	....
Junction (Cin. & Indianapolis):							1st Mortgage (Col. & Xenia).....	307,000	6	March & Sept.	New York.	1890	....
1st Mortgage.....	1,200,000	7	Jan. & July.	New York.	1888	....	1st Mortgage (D. & Western).....	275,000	7	Jan. & July.	" "	1905	....
2d Mortgage.....	800,000	7	March & Sept.	" "	1898	....	1st Mortgage (").....	433,000	6	" "	" "	1905	....
1st Mortgage (Newcastle Br.)...	250,000	7	June & Dec.	" "	1884	....	Little Rock and Fort Smith:						
Junction, Philadelphia:							1st Mortgage for \$3,500,000 gold	.....	6*	Jan. & July.	Boston	1899	....
1st Mortgage, guaranteed.....	500,000	6	Jan. & July.	Philadelphia.	1882	....	Little Rock, Pine Bluff & N. O.:						
2d Mortgage.....	300,000	6	April & Oct.	" "	1900	90	1st Mortgage..... gold	.....	7*	" & "	New York.	1880	....
Junction and Breakwater:							Little Schuylkill (P. & Rdg.):						
1st Mort. guar. by Delaware.....	400,000	6	Jan. & July.	New York.	1890	....	1st Mortgage, guaranteed.....	753,000	7	April & Oct.	Philadelphia.	1877	....
Kalam., Alleg. & Gr. R. (L.S. & M.S.):							Logansport, Crawf. & S'wain Ind.:						
1st Mort. assumed by lessees.....	840,000	8	Jan. & July.	New York.	1888	95	1st Mortgage..... gold	1,600,000	8	J. A. J. O.	New York.	1890	....
Kalamazoo, & S. Haven (M. Cen.):							Long Branch and Sea Shore:						
1st Mortgage, guaranteed.....	640,000	8	May & Nov.	New York.	1889	104	1st Mortgage.....	200,000	6	Jan. & July.	New York.	1889	....
Kalam. & Three Riv. (L.S. & M.S.):							Long Island:						
1st Mortgage, guaranteed.....	100,000	8	Jan. & July.	New York.	1887	....	1st Mortgage.....	500,000	6	Jan. & July.	New York.	1875	....
Kalam. & W. Pigeon (L.S. & M.S.):							1st Mortgage (Extension)	175,000	7	Feb. & Aug.	" "	1890	....
1st Mortgage, guaranteed.....	400,000	7	Jan. & July.	New York.	1890	....	1st Mortgage (Glen Cove Br.)...	150,000	6	May & Nov.	" "	1893	....
Kansas City and Santa Fe:							General Mortgage of 1869.....	775,000	8	" "	" "	1896	....
1st Mortgage, tax free.....	720,000	10	May & Nov.	New York.	1890	....	Louisville & Miss. Riv. (Ch. & Al.):						
Kan. City, St. Jo. & Coun. Bluffs:							1st Mortgage, guaranteed.....	20,000pm	7	Jan. & July.	New York.	1889	....
1st Mortgage (consolid.) 264 m.:	637,000	8	March & Sept.	N.Y. & Bos'n	1890	....	Louisville, Cin. and Lexington:						
1st Mort. (C. B. & St. Jo. 52 m.)	500,000	7	Jan. & July.	" "	1880	....	1st Mortgage (Cincinnati Br.)...	3,000,000	7	Jan. & July.	New York.	1897	....
2d Mort. (")	150,000	10	" "	" "	1872	....	2d Mortgage (general).....	1,000,000	8	April & Oct.	" "	1900	....
1st Mort. (St. Jo. & C. B. 90 m.)	1,400,000	10	March & Sept.	" "	1892	97	1st Mort. (Lo. & Frankfort Br.)...	82,000	6	Jan. & July.	" "	71-80	....
2d Mort. (")	539,500	8	June & Dec.	" "	1874	91	Louisv. Loan (")	100,000	6	" "	" "	1881	....
1st Mort. (Mo. Valley 61 m.)	1,500,000	7	Feb. & Aug.	New York.	1893	....	1st Mort. (Lex. & Frankfort)...	25,000	6	" "	" "	1874	....
2d Mort. (")	1,500,000	7	" "	" "	1893	....	Louisville and Nashville:						
Kansas Pacific (U. Pac. E. D.):							1st Mortgage, (Main Stem) 1858.	1,285,000	7	Jan. & July.	New York.	1877	....
1st Mort. on R.R. 140 m. gold	2,240,000	6*	Feb. & Aug.	New York.	1895	....	Louisville Loan (Main Stem).....	849,000	6	April & Oct.	" "	86-87	....
1st Mort. on R.R. 254 m. gold	4,063,000	6*	June & Dec.	" "	1896	....	Louisville Loan (Lebanon Br.)...	225,000	6	May & Nov.	" "	1887	....
1st Mort. on Branch 34 m.	600,000	7	May & Nov.	" "	1890	....	1st Mortgage (Memphis Br.)...	197,000	7	" "	" "	71-75	....
Land Gr. Mort. on 2,000,000 acres	318,000	7	March & Sept.	" "	71-76	....	1st Mortgage (Bardtown Br.)...	1,000	7	Jan. & July.	" "	1870	....
1st M. on R.R. 245 m. & 3,000,000 a.	6,500,000	7	May & Nov.	" "	1899	....	1st Mort. (Lebanon Br. Ext.)...	88,000	7	May & Nov.	" "	80-85	....
1st M. on lands E. of 380th m. gold	2,000,000	7	Jan. & July.	" "	1880	....	Louisville Loan (Leb. Br. Ext.)...	333,000	6	April & Oct.	" "	1893	....
2d Mort. (U.S. Subsidy) on 394 m.	6,303,000	6	" "	" "	95-97	....	Consolid. Mort. of April 1, 1868.	5,600,000	7	" "	" "	1898	....
3d Mort. Income on 428 m.	4,276,000	5	(after 5 years.)	" "	1916	....	Lowell & Lawrence (B. & L.):						
East County (Del.):							1st Mortgage, guaranteed.....	67,700	6	April & Oct.	Boston.	1878	....
1st Mortgage.....	600,000	6	Jan. & July.	Philadelphia.	1879	....	Macon and Brunswick:						
Kentucky Central (Cov. & Lex.):							1st Mort. endorsed by State.....	1,950,000	7	Jan. & July.	New York.	87-90	....
1st Mortgage March 1852.....	123,000	7	March & Sept.	New York.	1872	....	2d Mortgage of 1869.....	1,000,000	7	April & Oct.	" "	1889	....
2d Mortgage March 1863.....	844,000	7	" "	" "	1883	....	3d Mort. of 1870 endorsed by State	1,000,000	7	May & Nov.	" "	1890	....
3d Mortgage June 1865.....	237,000	7	June & Dec.	" "	1885	....	Equipment Mortgage.....	150,000	....			
Keokuk, Iowa City and Minn.:							Macon and Western:						
1st Mortgage.....	20,000pm	7	Jan. & July.	New York.	1891	....	1st Mortgage of Oct. 1870.....	150,000	7	April & Oct.	New York.	1890	....
2d Mortgage.....	5,000pm	7	" "	" "	1891	....	Madison and Portage:						
Keokuk and St. Paul (C.B. & Q.):							1st Mortgage.....	450,000	7	April & Oct.	New York.	1896	....
1st Mortgage, guar. and tax free	1,000,000	8	April & Oct.	New York.	1879	95	Maine Central:						
Lackawanna and Bloomsburg:							Loan of 1860-61 (A. & Ken.)	1,100,000	6	Feb. & Aug.	Boston.	90-91	....
1st Mortgage.....	900,000	7	Jan. & July.	New York.	1875	....	Bonds, exchangeable for new 7s.	163,000	6	June & Dec.	" "	1871	....
1st Mortgage (Extension).....	400,000	7	March & Sept.	Philadelphia.	1885	....	Loan (new) for \$1,100,000	451,200	7	Jan. & July.	" "	1898	....
2d Mortgage.....	500,000	7	April & Oct.	" "	1880	....	Mort. (Ext.) for \$500,000..... gold	112,000	6*	April & Oct.	" "	1900	....
2d Mortgage (Extension).....	200,000	7	May & Nov.	" "	1890	....	1st Mort. (B.to P. & Ken.) exch. 7s	577,000	6	" "	" "	1872	....
Income Mortgage.....	200,000	10	Jan. & July.	" "	1871	....	2d Mort. (Penob. & Ken.)	159,500	6	Feb. & Aug.	" "	1870	....
Income Mortgage.....	79,335	7	April & Oct.	" "	1871	....	Mansfield & Framigh. (B.C. & F.):						
La C. Trempel & Pres. (C. & N.W.):							1st Mortgage, guaranteed.....	300,000	7	Jan. & July.	Boston.	1890	994
1st Mortgage, guaranteed.....	800,000	7	" & "	New York.	....	....	Marietta and Cincinnati:						
Lafayette, Bloomington & Miss.:							1st Mortgage, Sterling.....	1,050,000	7	Feb. & Aug.	London.	1891	....
1st Mortgage.....	1,300,000	8	" & "	New York.	....	....	1st Mortgage Dollar.....	2,454,528	7	" "	Baltimore.	1891	974
Lafayette, Muncie & Blooming.:							2d Mortgage.....	2,500,000	7	May & Nov.	" "	1896	861
1st Mortgage.....	1,500,000	8	" & "	New York.	....	....	3d Mortgage for \$3,000,000	2,000,000	8	Jan. & July.	" "	1890	....
Lake Erie and Louisville:							1st Mort. (Scioto & Hocking)...	300,000	7	May & Nov.	New York.	1896	....
1st Mortgage for \$1,600,000	500,000	7	Jan. & July.	New York.	1893	....	Baltimore Loan to Union K. R.	20,000	7	" "	Baltimore.	....
Lake Shore & Michigan So.:							Marietta and Pittsburg:						
Sunbury B'ds (CP & ARR 354m)	500,000	7	Jan. & July.	New York.	1874	....	1st Mort. of Aug. 1, 1899..... gold	14,000pm	7*	Feb. & Aug.	Philadelphia.	1895	....
Regis. Bonds (")	1,000,000	7	" "	" "	1889	....	Marquette and Ontonagon:						
2d Mortgage (")	1,000,000	7	April & Oct.	" "	1892	....	1st Mortgage.....	150,000	8	June & Dec.	Boston.	1875	....
Divid'd Bonds (L. S. R.R. 258 m)	1,500,000	7	" "	" "	1899	94	Maryland and Delaware:						
8 Fund Bonds (L.S. & M.S. 1,013m)	2,000,000	7	" "	" "	1879	....	1st Mortgage.....	850,000	6	May & Nov.	Boston.	1885	494
Consol. M. reg. (")	597,000	7	J. A. J. & O.	" "	1900	....	2d Mortgage.....	150,000	6	June & Dec.	" "	1889	....
Consol. M. coup. (")	63,000	7	Jan. & July.	" "	1900	....	Memphis and Charleston:						
1st Mort. (M.S. & N. In. R.R. 521m)	5,256,000	7	May & Nov.	" "	1885	101	1st Mortgage, Convertible.....	1,293,000	7	March & Sept.	New York.	1890	....
2d Mort. (")	2,683,000	7	" "	" "	1877	97	2d Mortgage.....	1,000,000	7	Jan. & July.	" "	1885	....
1st Mort. (Junc. R.R. 49 m.)	115,000	7	June & Dec.	" "	1872	....	Tenn. Loan.....	1,864,387	6	" "	" "	1890	....
S. Fund (Clev. & Tol. R.R. 1624m)	2,014,000	7	Jan. & July.	" "	1885	....	Memphis and Little Rock:						
M. of '64 (")	864,000	7	April & Oct.	" "	1886	1st Mort. (R.R. & 125,000 acres).	1,300,000	8	May & Nov.	New York.	1890

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Midland Pacific:							Newark and New York (Cent.):						
1st Mortgage.....gold	\$1,100,000	7*	Jan. & July.	New York.	1900	....	1st Mortgage.....	\$600,000	7	Jan. & July.	New York.	1891	....
Mifflin & Centre Co. (Pa. R. R.):							Newark, Somerset & Stralville:						
1st Mortgage, guaranteed.....	188,000	6	Feb. & Aug.	Philadelphia.	1897	....	1st Mortgage.....	800,000	7	May & Nov.	New York.	1889	....
Milwaukee & Chicago, (C.&N.W.):							New Bedford and Taunton:						
1st Mortgage, guaranteed.....	182,000	7	March & Sept.	New York.	1874	....	1st Mortgage.....	172,500	6	Jan. & July.	Boston.	1881	....
2d Mortgage.....	10,500	7	Jan. & Dec.	"	1898	....	New Brunswick and Canada:						
Mil. & Prairie du Chien (M.&St.P.):							1st Mortgage, Sterling £200,000..	972,000	6*	May & Nov.	London.	1867	....
1st Mortgage (assumed).....	3,674,000	8*	Feb. & Aug.	New York.	1898	....	Newburg & New York (Eric):						
2d Mortgage.....	1,315,000	7.3	"	"	1898	....	1st Mortgage for \$600,000.....	250,000	7	Jan. & July.	New York.	1889	....
Milwaukee and St. Paul:							New Canaan:						
1st Mortgage.....	5,488,000	7	Jan. & July.	New York.	1893	94 1/2	1st Mortgage.....	75,756	7	April & Oct.	New York.	1889	....
1st Mortgage (E. Div. Palmer)...	792,000	8	May & Nov.	"	1874	....	Newcastle and Beaver Valley:						
1st Mort. (Iowa and Minn. Div.)...	3,792,000	7	Jan. & July.	"	1897	90	1st Mortgage for \$150,000.....	91,800	7	May & Nov.	Philadelphia.	1882	....
1st Mortgage (Minn. Cent.).....	208,000	7	"	"	....	....	New Haven and Darby:						
1st Mortgage (Iowa & Dak.).....	1,008,000	7	"	"	....	90	1st Mortgage for \$150,000.....	150,000	7	May & Nov.	New Haven.	1888	....
1st Mortgage (P. du C. Div.).....	3,674,000	8	Feb. & Aug.	"	1898	107 1/2	New H., Middle'n & Williman:						
2d Mortgage (P. du C. Div.).....	1,315,000	7.3	"	"	1898	95	1st Mort. for \$3,000,000, tax free.	2,200,000	7	May & Nov.	New Haven.	1889	....
Income Mortgage.....	20,000	7	April & Oct.	"	1884	85	2d Mortgage for \$1,500,000.....	600,000	6	Jan. & July.	"	1891	....
Milwaukee City Loan.....	234,000	7	Jan. & July.	"	1873	....	New H. & Northampton (Canal):						
Milwaukee and Western bonds.....	247,000	7	March & Sept.	"	1891	....	1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1899	....
Real Estate Purchase.....	148,500	7	Jan. & July.	"	1891	....	Convertible, tax free.....	400,000	6	April & Oct.	"	1880	....
Incumbrances assumed.....	35,073	7	various.	"	....	....	New Jersey (Pennsylvania):						
Mineral Point:							1st Loan.....	300,000	6	Feb. & Aug.	New York.	1875	....
1st Mortgage, Dec. 21, 1868.....	320,000	10	Jan. & July.	New York.	1890	....	2d Loan.....	450,000	6	"	"	1878	....
Minnesota and North Western:							3d (State Loan).....	10,000	6	"	"	1887	....
1st Mort. sinking fund.....gold	20,000pm	7*	Jan. & July.	New York.	1895	....	New Jersey Midland (N.Y. & O.M.):						
Mississippi Central:							1st Mortgage.....gold	3,000,000	7*	Jan. & July.	New York.	1895	....
1st Mortgage (Miss. Cen.).....	1,554,000	7	May & Nov.	New York.	1873	....	2d Mortgage.....currency	400,000	7	"	"	1891	....
2d Mortgage (").....	2,000,000	8	Feb. & Aug.	"	1876	....	New Jersey Southern:						
1st Mort. (Miss. Cen. & Tenn.)...	25,000	6	April & Oct.	"	1863	....	1st Mortgage of Sept. 19, 1869...	2,000,000	7	May & Nov.	New York.	1889	75
Tennessee Loan bonds.....	1,278,900	6	Jan. & July.	"	1892	....	1st Mortgage (Tom's Riv. Br.)...	120,000	6	Feb. & Aug.	"	1890	....
Mississippi, Ouachita & Red Riv.:							New Jersey West Line:						
1st Mortgage.....gold	12,000pm	7*	"	"	1900	....	1st Mort. for \$3,000,000.....gold	.....	7*	May & Nov.	New York.	1900	....
Land Mort. (257,000 acres).....gold	1,000,000	7*	"	"	1900	....	New London Northern:						
Arkansas State Loan.....	10,000pm	7	"	"	1800	48	1st Mortgage.....	51,000	7	June & Dec.	New London.	1875	....
Mississippi and Tennessee:							1st Mortgage, Extended.....	370,000	7	March & Sept.	"	1885	....
1st Mortgage of April 1, 1856.....	600,000	7	April & Oct.	New York.	1876	....	Consol. Mortgage.....	230,000	7	April & Oct.	New York.	1888	....
Consolidated Mortgage of 1866.....	1,179,500	8	March & Sept.	"	181-93	....	New O., Baton-Rouge & Vicksb'g:						
Mississippi River:							1st Mortgage.....gold	15,500pm	8*	"	"	1910	....
1st Mortgage.....	17,000pm	7	"	"	....	....	2d Mort. endor. by Louis.....gold	15,500pm	8*	"	"	1910	....
Mississippi, Iowa & Nebraska:							N. Orleans, Jackson & Gt. North.						
1st Mort. of June 1, 1870.....gold	.....	7*	June & Dec.	New York.	1910	....	1st Mortgage of July 1, 1856, gold	3,000,000	8*	Jan. & July.	Lond. & N.Y.	1886	....
Missouri, Kansas and Texas:							2d Mortgage of Oct. 1, 1860, gold	1,500,000	8*	April & Oct.	New York.	1890	....
1st M. R.R. & land (U.P.S. Br.) SF	4,145,000	6	Jan. & July.	New York.	1899	....	Income Mortgage of 1870.....gold	2,000,000	7*	"	"	1890	....
1st M. (Tebbo & Nesbo) S.F. gold	2,000,000	7*	June & Dec.	"	1903	....	City Extension Mort.....gold	1,000,000	7*	"	"	1890	....
Consol. L.G.S.F. (\$14,000,000) g'd	1,606,000	7*	Feb. & Aug.	"	1904	....	New Orleans, Mobile and Texas:						
Missouri River, Ft. Scott & Gulf:							1st Mortgage, skg fd, 227 m. gold	12,500pm	7*	Jan. & July.	N.Y. or Lond.	1915	....
1st Mortgage of Jan. 1, 1869.....	5,000,000	10	Jan. & July.	New York.	1899	99	1st Mortgage, skg fd, 227 m. cur.	12,500pm	8	"	"	1915	....
2d Mortgage of April 15, 1870.....	1,400,000	10	April & Oct.	"	1890	91	2d Mortgage on 227 miles...cur.	12,500pm	8	"	"	1915	....
Missouri Valley (K.U.S. & C.B.):							New Orleans and Selma:						
1st Mortgage on 61 miles.....	1,500,000	7	Feb. & Aug.	Boston.	1893	....	1st Mort. endor. by Ala.....	16,000pm	8	Jan. & July.	New York.	1900	....
1st Mortgage.....	1,000,000	7*	"	"	1893	....	New York and Boston:						
Mobile & Alabama Grand Trunk:							1st Mortgage.....gold	3,000,000	7*	May & Nov.	N.Y. or Lond.	1889	....
1st Mort. endorsed by Ala.....	16,000pm	8	Feb. & Aug.	New York.	....	....	New York Central:						
Mobile L'n \$1,600,000 end. by Co.	1,500,000	8	"	"	....	....	Debt Certif. & Premium Bonds.	5,836,626	6	May & Nov.	New York.	1883	94
Mobile and Girard:							Bonds for Debts assumed.....	1,514,000	7	May & Nov.	"	1876	102
1st Mortgage.....	377,500	7	Jan. & July.	New York.	1877	....	Bonds for B. & N. Falls R.R. St.	76,000	6	Feb. & Aug.	"	1883	....
2d Mortgage, endorsed by Ala.....	300,000	7	"	"	....	....	Bonds for railroad stocks.....	592,000	6	"	"	1883	91
Plain Bonds.....	33,500	7	"	"	....	....	Bonds for real estate.....	162,000	6	"	"	1883	....
Mobile and Montgomery:							Bonds and mortgages for R. E.....	22,800	7	various.	"	var.	....
1st Mortgage of 1868.....	1,250,000	8	May & Nov.	New York.	1888	....	Bonds Convertible till Aug. 1, '69	195,000	7	Feb. & Aug.	"	1876	....
Mobile and Ohio:							Bonds in place of bonds of 1864.	2,900,000	6	June & Dec.	"	1887	92
1st Mortgage.....gold	5,470,000	8*	May & Nov.	New York.	1882	....	1st Mort. (Hudson Riv. R.R.)...	200,000	7	Feb. & Aug.	"	1870	....
1st Mortgage.....Sterling	803,700	6*	"	"	1882	....	2d Mort. (" ") S. F.	1,891,000	7	June & Dec.	"	1885	....
Interest bonds (10 years).....	377,900	8	"	"	1883	....	3d Mort. (" ")	180,000	7	May & Nov.	"	1875	....
Interest bonds 2nd issue.....	755,400	6*	"	"	1883	....	Conv. B'ds(" ")	8,000	7	"	"	1867	....
Interest bonds sterling.....	1,151,000	8	various.	New York.	1883	....	New York and Fort Lee (Eric):						
Income Mortgage.....	1,151,000	8	"	"	1883	....	1st Mortgage.....	20,000	7	Jan. & July.	New York.	1888	....
Montgomery & Erie (Eric):							New York & Flushing (F. & N.S.):						
1st Mortgage.....	177,000	7	Jan. & July.	New York.	1886	....	1st Mortgage.....	135,000	7	"	"	1876	....
Montgomery and Bufala:							New York and Harlem:						
1st Mortgage of 1866, endorsed.....	640,000	8	March & Sept.	New York.	1886	....	1st Mortgage of 1853.....	3,000,000	7	May & Nov.	New York.	1873	101
1st Mortgage of 1870, endorsed.....	300,000	...	June & Dec.	"	1900	....	4th Mortgage of 1861.....	99,500	7	June & Dec.	"	1871	....
Montgomery & West Point (Wm.):							Consolidated mortgage of 1863...	1,767,000	6	Feb. & Aug.	"	1893	93
Mortgage of 1856.....	16,000	8	Jan. & July.	New York.	Due.	....	Sinking Fund mortgage of 1861.	112,305	7	Jan. & July.	"	1881	....
1st Mortgage.....	450,000	8	"	"	1870	....	Bonds of 1853, unsecured.....	108,000	7	"	"	1872	....
1st Mortgage.....	298,000	8	"	"	1876	....	N. York, Housatonic & Northern:						
2d Mortgage.....	254,000	8	"	"	1881	....	1st Mortgage.....	141,500	7	"	"	1869	....
Income Mortgage.....	594,600	8	various.	Montgomery.	var.	....	New York and New Haven:						
Montreal & Champlain:							1st Mortgage.....	1,059,500	6	April & Oct.	New York.	1875	97
1st Mortgage Sterling £181,400..	882,813	6	Jan. & July.	London.	1890	....	New York & Oswego Midland:						
2d Mortgage.....	370,000	8	"	"	1879	....	1st Mort. for \$8,000,000.....gold	3,800,000	7*	Jan. & July.	New York.	1894	....
Morris and Essex:							New York, Providence & Boston:						
1st Mortgage, Sinking Fund....	5,000,000	7	March & Sept.	New York.	1914	101 1/2	1st Mortgage.....	83,000	6	Feb. & Aug.	New York.	1873	....
2d Mortgage.....	3,000,000	7	Feb. & Aug.	"	1891	100	1st Mortgage.....	80,000	6	"	"	1873	....
Convertible bonds.....	600,000	7	Jan. & July.	"	1900	....	Consol. Mort. for \$1,000,000...	512,000	7	Jan. & July.	"	1899	....
Construction bonds.....	3,584,000	7	Feb. & Aug.	"	1889	93 1/2	Niles and New Lisbon:						
Muscatine (South-Western):							1st Mortgage.....	500,000	7	"	"	1889	....
1st Mortgage.....	330,000	7	Jan. & July.	Savannah.	1887	....	Norfolk County (B. H. & Erie):						
Nashville and Chattanooga:							1st Mortgage, guaranteed.....	414,350	6	March & Sept.	Boston.	1854	....
1st Mortgage, endorsed by Tenn.	1,546,000	6	Jan. & July.	New York.	1890	....	Norfolk & Petersburg (A.M. & O.):						
1st Mortgage not endorsed.....	23,000	6	"	"	1890	....	1st Mortgage.....	110,500	7	Jan. & July.	New York.	1877	....
Tenn. State Loan.....	150,000	6	"	"	1892	....	1st Mortgage.....	396,000	8	"	"	1877	....
Tenn. State Loan (Jasper Br.)...	246,000	6	"	"	1900	....	2d Mortgage for \$500,000.....	416,000	8	"	"	1893	....
Nashville and Decatur:							North Carolina:						
1st Mort. Tenn. State Loan....	2,629,042	6	Jan. & July.	New York.	1892	....	Mortgage Bonds.....	89,500	8	May & Nov.	Shops, N. C.	1877	....
2d Mortgage.....	500,000	6	"	"	1870	....	Mortgage Bonds.....	193,500	8	"	"	1877	....
Income Bonds (Tenn. and Ala.)...	200,000	10	April & Oct.	"	1887	....	Mortgage Bonds.....	209,000	8	"	"	1888	....
Consols for \$2,100,000 at 70c gold	.....	7	"	"	1901	....	North Eastern:						
National (N. Jersey):							1st Mortgage.....	31,500	7	March & Sept.	Charleston.	1869	....
1st Mortgage for \$7,200,000.....	.....	7	"	"	1901	....	2d Mortgage.....	69,500	7	"	"	1868	....
Naugatuck:							General Mortgage 1st Preference	773,000	7	"	"	1869	....
1st Mortgage of 1856.....	120,500	7	Jan. & July.	Bridgeport.	1876	....	General Mortgage 2d Preference	141,500	7	"	"	1869	....
							Funded Interest.....	117,436	7	"	"	1875	....

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount	Rate	Interest Payable.					
			When.	Where.	Due.	Paid.		
North Missouri:								
1st Mortgage of Jan. 1895.....	\$6,000,000	7	Jan. & July.	New York.	1895	.894		
2d Mortgage of Oct. 1898.....	4,000,000	7	" " "	" "	1898	.		
3d M. of Oct. 1899(p.c after 5yrs)	3,000,000	10	" " "	" "	1898	.		
North Pennsylvania:								
1st Mortgage.....	2,250,000	6	Jan. & July.	Philadelphia.	1885	101		
Chattel Mortgage.....	890,000	10	" " "	" "	1877	110		
2d Mortgage.....	1,246,000	7	May & Nov.	" "	1896	98		
Northern Central:								
1st Mortgage, Md. State loan.....	1,500,000	6	J. A. J. & O.	Baltimore.	Irrad.	.		
2d Mortgage.....	2,500,000	6	Jan. & July.	" "	1885	94		
3d Mortgage.....	1,223,000	6	April & Oct.	" "	1900	854		
3d Mortgage(York & Cumb.RR.)	500,000	6	Jan. & July.	" "	1877	.		
Consol. Mort. of July 1888.....	2,019,000	6*	" " "	" "	1900	934		
Income conv. of April 1, 1870....	475,000	7	April & Oct.	" "	1889	.		
Northern New Hampshire:								
1st Mortgage.....	115,000	6	April & Oct.	Boston.	1874	.		
Northern New Jersey (Erie):								
1st Mortgage, guaranteed.....	400,000	7	Jan. & July.	New York.	1878	.		
Northern Pacific:								
1st Mort. on R.R. & lands...gold	50,000pm	7.3	Jan. & July.	New York.	1900	.		
North Western Virginia:								
2d Mortgage(assumed B. & O.).	458,500	6	Jan. & July.	Baltimore.	1873	99		
3d Mortgage (" ").	146,000	6	" " "	" "	1885	904		
Norwich and Worcester :								
1st Mort. State Loan	400,000	6	Jan. & July.	Boston.	1877	.		
Plain bonds.....	59,000	7	June & Dec.	" "	1874	.		
Steamboat bonds.....	45,600	7	Feb. & Aug.	" "	1870	.		
Construction bonds.....	250,000	7	Jan. & July.	" "	1877	.		
New bonds of 1870.....	22,000	7	" " "	" "	1890	.		
NYack and Northern:								
1st Mortgage.....	100,000	7	Jan. & July.	New York.	1890	.		
Oakland & Ottawa (D. & M.):								
1st Mortgage(assumed) sterling	150,867	6*	May & Nov.	London.	1873	.		
1st Mortgage (" ") dollar..	51,000	7	" " "	New York.	1873	.		
Ogdenburg and Lake Champlain:								
1st Mort. conv. into pref. stock..	4,600	7	Jan. & July.	Boston.	1869	.		
2d Mort. conv. into com. stock..	25,200	7	April & Oct.	" "	1861	.		
Equipment mortgage of 1868-'69	500,000	8	Jan. & July.	" "	1879	102		
Ohio and Mississippi:								
1st Mortgage, (E. Div.).....	2,050,000	7	Jan. & July.	New York.	1872	1014		
1st Mortgage, (W. Div.).....	850,000	7	" " "	" "	1872	.		
2d Mortgage, (W. Div.) conv.....	534,000	7	" " "	" "	1874	8		
Income Mort., (W. Div.).....	221,500	7	April & Oct.	" "	1882	.		
Funded Debt Mort. (W. Div.).....	16,500	7	" " "	" "	1882	.		
Consolidated Mort.....	2,761,000	7	Jan. & July.	" "	1898	964		
Conglomerated Mort.(sterling)..	101,850	7	" " "	London.	1898	.		
Oil Creek and Allegheny River:								
1st Mortgage.....	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	844		
1st Mortgage.....	580,000	7	April & Oct.	" "	1882	.		
2nd Mortgage.....	200,000	7	June & Dec.	" "	1871	.		
3rd Mortgage.....	71,000	7	May & Nov.	" "	1871	.		
Consolidated Mortgage.....	819,000	7	" " "	" "	1888	86		
Old Colony and Newport:								
Plain Bonds.....	1,388,000	7	Feb. & Aug.	Boston.	1877	102		
Plain Bonds.....	1,000	6	March & Sept.	" "	1874	964		
Plain Bonds.....	486,000	6	April & Oct.	" "	1875	98		
Plain Bonds.....	1,000,000	6	March & Sept.	" "	1876	944		
Plain Bonds.....	34,000	6	" " "	" "	1884	.		
Omaha and Southwestern:								
1st Mort. (North Platte Div.)...	300,000	8	June & Dec.	New York.	1890	.		
Orange, Alexandria & Manassas:								
1st Mort. (Alex.to Gordonsville)	400,000	6	May & Nov.	New York.	1873	86		
2d Mort. (Charlotte to Lynchb.)	1,155,500	6	Jan. & July.	" "	1875	82		

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Reading and Columbia (P. & R.):							Savannah and Charleston:						
1st Mortgage, guaranteed.....	\$650,000	7	March & Sept.	Philadelphia.	1882		1st Mortgage (Sav. & Char. R.R.)	\$408,500	7	Jan. & July.	New York.	1889	
2d Mortgage, guaranteed.....	350,000	7	June & Dec.	"	1884		Bonds (C. & S.R.R.) guar. by S.C.	505,000	6	May & Nov.	Charleston.	1870	
Rensselaer and Saratoga:							Int. b'ds (C. & S.R.R.) guar. by S.C.	245,746	7	"	"	1889	
1st Mortgage.....	150,000	7	Jan. & July.	New York.	1873		Savannah and Memphis:						
2d Mortgage.....	300,000	7	"	"	1880		1st Mort. guar. by Ala..... gold	16,000pm	6	May & Nov.	New York.	1890	
3d Mortgage.....	150,000	7	"	"	1887		Schenectady and Susquehanna:						
1st Mortgage (S. & W.) assumed	400,000	7	March & Sept.	"	1886		1st Mortgage tax free..... gold	350,000	7	Jan. & July.	New York.	1900	
1st Mort. (T. S. & R.) assumed.	500,000	7	May & Nov.	"	1890		Schuykill and Susquehanna:						
1st Mortgage (G.F.B.) assumed.	125,000	7	Jan. & July.	"	1894		1st Mortgage, May 1, 1885.....	97,000	6	May & Nov.	Philadelphia.	1870	
Richmond and Danville:							Scioto & Hocking Valley (M. & C.):						
Virginia skg fund Loan.....	600,000	6	Jan. & July.	New York.	1880		1st Mort., assumed by M. & C. Co.	300,000	7	May & Nov.	Baltimore.	1890	
1st Mortgage guar. by Va.....	158,100	6	"	"	1876	77	Seaboard and Roanoke:						
Consolidated Mort.....	1,722,600	6	May & Nov.	N. Y. & Rich.	75-'90		1st Mortgage.....	210,000	7	"	Philadelphia.	1800	
4th Mortgage.....	64,500	6	"	Richmond.	73-'75		Selma and Gulf:						
Bonds to Roanoke Val. E.R. Co.	129,600	6	Feb. & Aug.	"	71-'76		1st Mortgage, guar. by Ala..... gold	16,000pm	6	"	New York.	1890	
Rich., Frederickburg & Potomac:							Selma, Marion and Memphis:						
Sterling Bonds.....	67,777	6	Jan. & July.	London.	1875		1st Mortgage, guar. by Ala..... gold	16,000pm	6	March & Sept.	New York.	1899	
Dollar Bonds.....	124,489	6	"	Richmond.	var		Selma and Meridian:						
Dollar Bonds.....	274,328	7	"	"	var		1st Mortgage (3d Series).....	796,830	6	various.	"	var	
Richmond and Petersburg:							Selma, Home and Dalton:						
Mortgage (old) various.....	151,296	var	various.	N. Y. & Rich.	var		1st Mortgage, tax free.....	5,000,000	7	April & Oct.	New York.	1887	
Mortgage of April 1, 1870.....	175,000	8	April & Oct.	"	72-'80		2d Mortgage.....	6,000,000	7	"	"		
Richmond and York River:							Shamokin Valley & Potomac (N.C.):						
1st Mortgage (new).....	600,000	8	Jan. & July.	New York.	1898		1st Mortgage, guaranteed.....	700,000	7	Feb. & Aug.	Baltimore.	1872	
Roanoke Valley (R. & Dan.):							Sheboygan and Fond du Lac:						
1st Mortgage, guaranteed.....	129,600	6	Feb. & Aug.	Richmond.	71-'76		1st Mortgage.....	750,000	7	June & Dec.	New York.	1884	
Rochester & Genesee Val. (Rie):							Shenango and Allegheny:						
1st Mortgage, guaranteed.....	70,000	6	Jan. & July.	New York.	1876		1st Mort. of Oct. 1, 1869.....	520,000	7	April & Oct.	Philadelphia.	1889	
Rockford, R. Island & St. Louis:							Shore Line (N. Y. & N. H.):						
1st Mortgage, conv. S.F. tax free.	9,000,000	7	Feb. & Aug.	N. Y. & Lond.	1919		1st Mortgage, guaranteed.....	200,000	7	March & Sept.	New York.	1880	
Rocky River:							Sioux City and Pacific:						
1st Mortgage, of Oct. 1, 1868....	30,000	7	April & Oct.	Cleveland.	1873		1st Mortgage Jan. 1, 1868.... gold	1,628,000	6	Jan. & July.	New York.	1893	
Rome, Watertown & Ogdensb.:							2d Mortgage (U.S. subsidy).... cur	1,628,320	6	"	"	1893	
1st Mortgage (general) Skg Fund	632,500	7	June & Dec.	New York.	1891		Sioux City and St. Paul:						
1st Mort. (W. & R.) Skg Fund.....	796,900	7	March & Sept.	"	1880		1st Mortgage, L. G. tax free....	14,000pm	7	"	New York.		
1st Mort. (Potomac & Watert.)	345,500	7	June & Dec.	"	72-'74		Somerset (Me. Central):						
Rondout and Owego:							1st Mortgage, June 1, 1871.... gold	450,000	7	June & Dec.	Boston.	1891	
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1890	90	South Carolina:						
Rutland (Verm. Central):							Sterling Loan Bonds.....	1,492,016	5	Jan. & July.	London.	78-'88	
Equip. Bonds of May 1, 1870....	500,000	7	May & Nov.	Boston.	1880	85	Domestic Bonds (H) 1868-'67....	306,500	7	April & Oct.	Charleston.	71-'72	
Equip. Bonds of Sept. 1, 1870....	500,000	8	March & Sept.	"	1880	93	Domestic Bonds (G) 1862-'67....	342,500	6	Jan. & July.	"	73-'74	
Rutland & Burlington (Rutland):							Domestic Bonds (K) Jan. 1868....	1,272,000	7	April & Oct.	"	78-'81	
1st Mort. conv. into pref. stock....	70,000	7	Feb. & Aug.	Boston.	1863		Domestic Bonds (special) Sep. '66	78,000	6	Jan. & July.	"	80-'82	
2d Mort. conv. into com. stock....	67,000	7	"	"	1863		Real Estate Mortgage.....	80,733	7	various.	"	71-'81	
Saint Croix and Penobscot:							Mortgage, Jan. 1868 (L).....	800,500	7	Jan. & July.	New York.	72-'86	
1st Mort. (Cal. & Baring R.R.)....	95,200	6	Jan. & July.	Calais, Me.	1879		South Georgia & Florida (A. & G.):						
2d Mort. (").....	17,500	6	"	"	1879		1st Mort. assumed by Atl. & Gulf	464,000	7	"	New York.	1890	
Calais Loan to Lewey's Isl. R.R.	130,000	6	June & Dec.	"	1876		2d Mort. " " " " " "	200,000	7	"	"	1890	
St. Joseph & C.B. (K.C. St. J. & C.B.):							South Mountain Iron:						
1st Mortgage (80 m. in Missouri)	1,400,000	10	March & Sept.	Boston.	1892	97	1st Mortgage, Dec. 1, 1869.....	200,000	6	June & Dec.	Philadelphia.	1888	
2d Mortgage (").....	339,500	8	June & Dec.	"	1874	91	2d Mortgage, Mar. 1, 1869.....	181,000	7	March & Sept.	"	1884	
St. Joseph & Denv. C. (E.D. 112m.):							South and North Alabama:						
1st Mort. of Aug. 14, 1869 free....	1,500,000	6	Feb. & Aug.	N.Y. L'n & Fk	1899	102	1st Mort., endor. by Ala. tax free	22,000pm	8	Jan. & July.	New York.	1890	
St. Joseph & Denv. C. (W.D. 180m.):							South Pacific (Atl. & Pac.):						
1st M. R.R. lands of M'y 14, '70, free	5,500,000	6	Feb. & Aug.	N.Y. L'n & Fk	1900	97	1st Mort. assumed by A. & P....	7,250,000	6	Jan. & July.	New York.	1888	
St. Lawrence & Industry (Can.):							South Shore (Mass.):						
1st Mortgage.....	250,000	8	Feb. & Aug.	London.	1887		1st Mortgage, sinking fund.....	150,000	6	April & Oct.	Boston.	1880	
St. Louis, Alton and Terre Haute:							South Side (L. I.):						
1st Mortgage (Series A) skg fd.....	1,100,000	7	Jan. & July.	New York.	1894		1st Mortgage, Mar. 1, 1867.....	2,250,000	7	Mar. & Sept.	New York.	1887	
1st Mortgage (Series B) skg fd.....	1,100,000	7	April & Oct.	"	1894	98	South Side, Va. (A.M. & O.):						
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	"	1894	80	1st Mort., consol. 1st pref.....	581,000	8	Jan. & July.	New York.	78-'90	
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	"	1894	80	1st Mort., consol. 2d pref.....	619,300	6	"	"	78-'90	
2d Mortgage Income (Series E)	1,700,000	7	"	"	1884	77	4th Mortgage, consol. 3d pref....	458,100	6	"	"	78-'90	
Equipment Mortgage.....	300,000	10	March & Sept.	"	1894		Va. State Loan (net).....	708,102	6	"	"	long	
St. Louis, Coun. Bluffs & Omaha:							Southern Central:						
1st Mortgage, guaranteed.... gold	16,000pm	7	Jan. & July.	New York.	1901		1st Mortgage, skg fund conv....	1,500,000	7	Jan. & July.	New York.	1900	
St. Louis and Iron Mountain:							Southern Iowa and Cedar Rapids:						
1st Mortgage of Aug. 1, 1867 gold	4,000,000	7	Feb. & Aug.	New York.	1892	94	1st Mortgage..... gold	1,500,000	7	May & Nov.	New York.	1900	
St. Louis, Jacksonville & Chicago:							Southern Minnesota:						
1st Mortgage of Mar. 16, 1864....	2,365,000	7	April & Oct.	New York.	1894	94	1st Mort., Apr. 1, 1868 tax free....	20,000pm	7	April & Oct.	New York.	1888	
2d Mortgage of May 1, 1868....	360,000	7	Jan. & July.	"	1898		1st Mortgage for \$28,000,000 gold		6	Jan. & July.	New York.	1901	
St. Louis, Lawr. & Denv. (Pacific):							Southern Pennsylvania:						
1st Mortgage, guaranteed.... gold	1,020,000	6	Jan. & July.	New York.	1901		1st Mort. March 1, 1870.... gold	671,500	7	March & Sept.	Philadelphia.	1890	
St. Louis and Santa Fe:							2d Mort. Sept. 1, 1870.... gold	80,000	7	"	"	1880	
1st Mortgage.....	20,000pm	7	Jan. & July.	St. Louis.	1891		South Western (Gen. of Ga.):						
St. Louis and South Eastern:							Mortgage Bonds, various.....	399,000	7	various.	Macon.	77-'80	
1st Mort. skg fund conv.... gold	3,250,000	7	May & Nov.	New York.	94-'96		Mortgage Bonds, Muscogee R.R.	300,500	7	"	"		
St. Louis and St. Joseph (N. Mo.):							1st Mortgage, end. by S. Car....	350,000	7	Jan. & July.	Charleston.		
1st Mort. of Nov. 2, 1868 guar. gold	1,000,000	6	May & Nov.	New York.	1893		1st Mortgage not endorsed.....	198,370	7	"	"		
St. Louis, Van. & T. H. (T.H. & I.):							Springfield & Illinois S. Eastern:						
1st Mortgage, S. F., guaranteed....	1,900,000	7	Jan. & July.	New York.	1897		1st Mortgage..... gold	15,000pm	7	Jan. & July.	New York.	1890	
2d Mortgage, S. F., guaranteed....	2,600,000	7	April & Oct.	"	1887		Staten Island:						
St. Paul and Chicago (M. & St. P.):							1st Mortgage.....	200,000	7	Jan. & July.	New York.	1898	
1st Mort. of 1870..... gold	8,000,000	7	J. A. J. & O.	"	1900		Sterling Mountain:						
St. Paul and Pacific 1st Division:							1st Mortgage.....	350,000	7	"	New York.	1874	
1st Mort. (St. P. to St. Anth. 10m.)	120,000	8	March & Sept.	New York.	1892		Sullivan (Verm. Central):						
1st Mort. (St. Paul to Wab. 80 m.)	700,000	7	Jan. & July.	"	1892		1st Mortgage, extended.....	500,000	6	Jan. & July.	Boston.	1875	
Land Grant & 2d Mort. (80 m.)	1,200,000	7	June & Dec.	"	1892		2d Mortgage, extended.....	250,000	6	Feb. & Aug.	"	1880	
General Mort. R.R. & L. \$2,020,000							Sullivan and Erie:						
General Mort. R.R. & Lands etc.	780,000	7	"	London.			1st Mortgage, skg fund conv....	1,000,000	7	May & Nov.	New York.	1886	
1st M. (W. Line & L.) for \$3,000,000							Summit Branch:						
2d M. (W. Line & L.) for \$4,000,000							1st Mortgage.....	201,000	6	Jan. & July.	Philadelphia.	1875	
St. Paul and Sioux City:							Sussex:						
Land Stock on 400,000 acres....	2,400,000	8	J. A. J. & J.	New York.			1st Mortgage.....	200,000	6	"	New York.		
Salem (W. Jer.):							Swedesboro (W. Jer.):						
1st Mortgage guar.....	100,000	6	Jan. & July.	Philadelphia.	1878		1st Mortgage, guaranteed.....	171,000	6	"	Camden.		
Salem and Lowell (B. & L.):							Syracuse, Bing. & N.Y. (DL & W):						
1st Mortgage guar.....	226,900	6	Feb. & Aug.	Boston.	1878	96	1st Mortgage.....	1,695,826	7	April & Oct.	New York.	1877	
Sand., Mansfield & Newark (B. & O.):							Tebos and Neesho (M. K. & T.):						
1st Mortgage guar. by B. & O.	2,307,000	7	Jan. & July.	Baltimore.	1909		1st Mort. assumed by M. K. & T.	2,000,000	7	June & Dec.	New York.	1903	
Saratoga & Whitehall (R. & S.):							Terre Haute & Indianapolis:						
1st Mortgage, guaranteed.....	400,000	7	March & Sept.	New York.	1886		1st Mortgage.....	\$00,000	7	April & Oct.	New York.	1897	
Savannah, Griffin & North Ala.:													
1st Mort. of Jan. 1, 1871 on 44 m.	150,000	7	Jan. & July.	New York.	1891								

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Tioga:							Western Union (M. & St. P.):						
1st Mortgage.....	\$243,000	7	May & Nov.	New York.	1872	....	1st Mortgage for \$5,000,000	\$3,275,000	7	Feb. & Aug.	New York.	1896	....
Toledo, Peoria and Warsaw:							West Jersey:						
1st Mortgage (E. Div.).....	1,600,000	7	June & Dec.	New York.	1894	91	Loan of Mar. 1861, guar. by C. & A.	400,000	6	March & Sept.	Camden.	1883	....
1st Mortgage (W. Div.).....	1,800,000	7	Feb. & Aug.	" "	1896	89	1st Mortgage, Jan. 1, 1866.....	1,000,000	6	Jan. & July.	"	1896	90 1/2
2d Mortgage (W. Div.).....	1,300,000	7	April & Oct.	" "	1886	80	Consolidated mort. Apr. 1, 1869.	979,000	7	April & Oct.	"	1890	101 1/2
Equipment sinking fund.....	406,000	8	Jan. & July.	" "	1879	....	West Shore Hudson River:						
Toledo, Wabash and Western:							1st Mortgage.....	676,300	7	" & "	New York.	....	....
1st Mort. (Tol. & Ill. 75 m.).....	900,000	7	Feb. & Aug.	New York.	1890	96	West Wisconsin:						
2d Mort. (Tol. & Wabash 75 m.).....	2,500,000	7	" "	" "	1890	....	1st M. L. G. stg. conv. £800,000.	4,000,000	7*	Jan. & July.	N.Y. or Lond.	1886	....
2d Mort. (Wab. & West. 187 m.).....	1,000,000	7	May & Nov.	" "	1878	92	Wicomico and Pocumoke:						
Equipm't Bonds (T. & W. 75 m.).....	1,500,000	7	" "	" "	1871	....	1st Mortgage.....	200,000	6	Jan. & July.	Philadelphia.	1888	....
Consol. M. (T. W. & W. 500 m.).....	2,700,000	7	F. M. A. & N.	" "	1883	82	Williamston and Taboro:						
Decatur & East St. Louis 109 m.	2,700,000	7	" "	" "	1907	87	1st Mortgage coupon.....	350,000	8	May & Nov.	New York.	1900	....
Troy and Boston:							Wilm., Charlotte & Rutherford:						
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	....	1st mortgage.....	1,000,000	8	Jan. & July.	New York.	1879-97	....
2d Mortgage.....	300,000	7	April & Oct.	" "	1885	....	1st mortgage, endor. by N. Car.	1,000,000	8	" "	"	1879-97	....
3d Mortgage.....	650,000	7	May & Nov.	" "	1875	....	Wilmington and Reading:						
Convertible Bonds.....	648,000	7	" "	" "	1882	....	1st Mortgage.....	2,250,000	7	April & Oct.	Philadelphia.	1900	96
Troy, Salem & Rutland (R. & Sar.):							2d Mortgage.....	262,200	7	Jan. & July.	"	1902	....
1st Mortgage, guaranteed.....	500,000	7	May & Nov.	New York.	1894	....	Wilmington and Weldon:						
Troy Union:							Sterling Loan.....	576,888	6	Jan. & July.	London.	1881	....
1st Mortgage, guaranteed.....	500,000	6	Jan. & July.	New York.	1873	....	Sterling Loan.....	197,777	7	May & Nov.	"	1886	....
2d Mortgage, guaranteed.....	360,000	6	" "	" "	1878	....	Sinking Fund Bonds.....	710,000	7*	Jan. & July.	New York.	1896	....
Union Pacific:							Winona & St. Peter (C. & N. W.):						
1st Mortgage, tax free.....	27,237,000	6*	Jan. & July.	N.Y. & Boston	1895-99	91	1st Mortgage.....	20,000 pm	7	Jan. & July.	New York.	....	87 1/2
1st Mort. L. G. (12,000,000 acres)	9,594,000	7	April & Oct.	Boston.	1889	78 1/2	2d Mortgage.....	12,000 pm	7	May & Nov.	"	....	....
Income Mortgage.....	10,000,000	10	March & Sept.	"	1874	83							
2d Mortgage (U. S. subsidy).....	27,236,512	6	Jan. & July.	N.Y. & Boston	1895-99	....	CANAL BONDS.						
Union Pacific—Central Branch:							Chesapeake and Delaware:						
1st Mortgage.....	1,600,000	6*	May & Nov.	New York.	1895	....	1st Mortgage.....	2,039,150	6	Jan. & July.	Philadelphia.	1886	96
2d Mortgage (U.S. subsidy).....	1,600,000	6	Jan. & July.	"	1895	....	Chesapeake and Ohio:						
Union Pacific, E. D. (see K. Pac.):							Maryland State Loan.....	2,000,000	6	J. A. J. & O.	Baltimore.	1870	....
Union Pacific, S. Br. (M.K. & T.):							Sterling Loan guaranteed.....	4,375,000	6*	"	London.	1890	....
1st M.R.R. 342 m. & 1,300,000 acres	4,145,000	6*	Jan. & July.	New York.	1899	....	Preferred Bonds.....	1,899,500	6	Jan. & July.	Baltimore.	1886	....
Union and Titusville:							Delaware Division (L.C. & W.):						
1st Mortgage.....	500,000	7	Jan. & July.	Philadelphia.	1890	....	1st Mortgage, guaranteed.....	800,000	6	Jan. & July.	Philadelphia.	1878	....
Utica and Black River:							Delaware and Hudson:						
1st Mortgage, July 1888.....	150,000	7	Jan. & July.	New York.	1878	....	Mortgage bonds tax free.....	1,500,000	7	May & Nov.	New York.	1877	....
Vermont Central:							Mortgage bonds of 1870, tax free	3,500,000	7	Jan. & July.	"	1884	....
1st Mortgage.....	3,000,000	7	June & Dec.	Boston.	1886	83 1/2	Delaware and Raritan (See Cam						
2d Mortgage.....	1,500,000	7	" "	" "	1891	35	den and						
Equip. Loans of 1866-67.....	1,000,000	8	May & Nov.	"	1876-77	100	Erie of Pennsylvania:						
Equip. Loans of 1867.....	1,000,000	8	" "	"	1889	101	Bonds (original).....	743,654	7	Jan. & July.	Philadelphia.	1865	....
Stanstead, Shefford & Cham. b'ds	500,000	7	Jan. & July.	"	1887	83 1/2	Bonds for interest prior to 1850.	161,960	7	"	"	1873	....
Guar. Stock (Vt. & Ca.).....	2,000,000	8	June & Dec.	"	....	100	Lehigh Coal and Navigation:						
Vermont and Massachusetts:							Mortgage Loan.....	5,655,100	6	J. A. J. & O.	Philadelphia.	1884	88
1st Mortgage.....	550,000	6	Jan. & July.	Boston.	1883	92	Mortgage Loan.....	2,000,000	6	"	"	1897	95
Convertible tax free, bonds.....	200,000	7	" "	"	1879	....	Gold Loan.....	5,000,000	6*	June & Dec.	"	1897	96
Vermont Valley (Vt. Central):							Gold Loan.....	980,000	6*	"	"	1894	94
1st Mortgage.....	386,000	7	April & Oct.	New York.	1880	....	Convertible Loan.....	1,996,879	6	"	"	1877	82 1/2
1st Mortgage.....	114,000	6	" "	Boston.	1880	....	Monongahela Navigation:						
1st Mortgage.....	293,200	7	" "	New York.	1869	....	1st Mortgage.....	103,000	6	Jan. & July.	Pittsburg.	1887	....
Vicksburg and Meridian:							2d Mortgage.....	7,000	6	"	"	1875	....
General Mort. 1st series (red)...	\$722,500	7	Jan. & July.	Philadelphia.	1890	....	Morris (and Banking):						
" " 2d series (blue).....	850,000	7	" "	"	1890	....	1st Mortgage.....	500,000	6	April & Oct.	Jersey City.	1884	92
" " 3d series (black).....	154,000	7	" "	"	1890	....	2d Mortgage.....	285,000	6	" "	"	1876	90
" " (not endorsed).....	1,273,000	7	April & Oct.	"	1890	....	Boat Loan, sinking fund.....	238,966	7	" "	"	1886	86 1/2
Special Loan.....	225,438	8	Jan. & July.	"	1880	....	Dividend Scrip.....	103,164	7	" & "	"	....	....
Vineyard:							Pennsylvania:						
1st Mortgage.....	750,000	7	April & Oct.	New York.	1890	....	1st Mortgage.....	1,632,000	6	Jan. & July.	Philadelphia.	1887	75
Virginia Central see "Chesa. & O."							Schuylkill Navigation:						
Virginia & Tennessee (A.M. & O.):							1st Mortgage.....	1,761,213	6	March & Sept.	Philadelphia.	1873	78 1/2
1st Mortgage.....	494,000	6	Jan. & July.	New York.	1873	90	2d Mortgage.....	4,006,070	6	Jan. & July.	"	1882	81
2d Mortgage.....	4,000	6	" "	"	1869	77	Plain Bonds.....	171,384	6	" & "	"	1876	81
3d Mortgage.....	990,000	6	" "	"	1884	....	Improvement bonds.....	305,500	6	May & Nov.	"	1870	88
Income Mortgage.....	113,000	6	" "	"	1866	....	Boat and Car Loan 1863.....	800,000	6	"	"	1888	....
4th Mortgage.....	846,000	8	" "	"	1900	88 1/2	Boat and Car Loan 1864.....	633,650	7	" & "	"	1889	76
Registered Certificates.....	116,129	8	" "	Richmond.	1880	....	Susquehanna (S. & Tide Water):						
Interest Funding Bonds.....	204,200	8	" "	New York.	1880	....	1st Mortgage.....	227,500	6	Jan. & July.	Philadelphia.	1894	68
Wallkill Valley (20,000 per mile):							2d Mortgage.....	700,000	6	" "	"	1885	....
1st Mortgage.....	350,000	7	April & Oct.	New York.	1910	....	3d Mortgage stg.....	872,667	6*	" "	London.	1878	....
Ware River (N. & N.):							Tide-Water (Susq. & Tide-W.):						
1st Mortgage for \$1,000,000.....	239,300	7	Jan. & July.	Boston.	1890	....	1st Mortgage.....	97,510	6	Jan. & July.	Baltimore.	1894	....
Warren (D. L. & W.):							2d Mortgage.....	300,000	6	" "	"	1885	....
1st Mortgage, guaranteed.....	511,400	7	Feb. & Aug.	New York.	1875	....	3d Mortgage.....	436,333	6	" "	London.	1878	....
Warwick Valley (Erie):							Union:						
1st Mortgage.....	85,000	7	April & Oct.	New York.	1880	....	1st Mortgage.....	3,000,000	6	May & Nov.	Philadelphia.	1883	....
Washington and Ohio:							West Branch and Susquehanna:						
1st Mortgage 1868 for \$8,000,000.	.....	7	May & Nov.	New York.	1898	....	1st Mortgage, sinking fund.....	450,000	6	June & Dec.	Philadelphia.	1878	....
Watertown & Rome (R.W. & O.):							2d Mortgage.....	297,000	6	May & Nov.	"	1888	....
1st Mortgage.....	3,000	7	March & Sept.	New York.	1871	....	3d Mortgage.....	13,000	6	" "	"	1868	....
2d Mortgage.....	796,900	7	" "	"	1880	....	Wyoming Valley (Penna.):						
Sinking Fund.....	796,900	7	" "	"	1880	....	1st Mortgage, assumed by Pa...	600,000	6	Jan. & July.	Philadelphia.	1878	....
Westchester and Philadelphia:							MISCELLANEOUS.						
1st Mortgage, convertible.....	400,000	7	Jan. & July.	Philadelphia.	1873	96 1/2	American Dock & Improvement:						
2d Mortgage (8% compromised).....	557,400	6	April & Oct.	"	1878	....	1st Mort. guar. by C. R. R. Co.	2,000,000	7	Jan. & July.	New York.	1886	96 1/2
Western Alabama:							Consolidated (Md.) Coal:						
Mortgage consolidated guar.....	1,200,000	8	April & Oct.	New York.	1900	....	1st Mortgage, convertible.....	750,000	7	Jan. & July.	New York.	1865	....
1st Mortgage (before consolid.).....	600,000	8	" "	"	1888	....	Pennsylvania Coal:						
1st Mortgage (M. & W. Point R.R.)	750,000	8	Jan. & July.	"	1881	....	1st Mortgage.....	566,000	7	Feb. & Aug.	Philadelphia.	1861	....
Western (B. & Albany):							Long Dock:						
Sterling Bonds.....	1,619,530	5*	April & Oct.	London.	1871	....	Mortgage Bonds, guaranteed ...	2,500,000	7	June & Dec.	New York.	1872	90
Albany Loan (A. & W. Stebbins)	500,000	6	Jan. & July.	Boston.	1876	....	Mariposa:						
Dollar Bonds.....	753,500	6	April & Oct.	"	1875	96 1/2	1st Mortgage.....	1,500,000	7	Jan. & July.	New York.	18—	....
Western Maryland:							2d Mortgage.....	2,000,000	7	April & Oct.	"	1861	....
1st Mortgage.....	600,000	6	Jan. & July.	Baltimore.	1890	79 1/2	Quicksilver:						
2d Mortgage preferred.....	600,000	6	" "	"	1890	61	1st Mortgage.....	500,000	7*	June & Dec.	New York.	1873	....
Bonds endorsed by Balt.....	600,000	6	" "	"	1890	....	2d Mortgage.....	1,000,000	7*	Jan. & July.	"	1879	....
Bonds (July 1, 1870) endor. by B.	1,400,000	6	" "	"	1890	92	Western Union:						
Western North Carolina (E.D.):							1st Mortgage (S. F.) convertible.	4,534,000	7	May & Nov.	New York.	1875	....
1st Mortgage, Mar. 1, 1870.....	1,400,000	8	Jan. & July.	New York.	1890	....	2d Mortgage.....	89,500	7*	Jan. & July.	"	1873	....
Western Pennsylvania (Penn.):													
1st Mortgage (E. Div.) guar.....	800,000	6	April & Oct.	Philadelphia.	1893	82							
1st Mortgage (Pittsb. Div.) guar.	1,000,000	6	Jan. & July.	"	1896	....						

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included in the column headed "Railroad." A dash (-) across the column signifies "nil," and running dots (....) signify "not ascertained." Land Grant Railroads are printed in "Italics." State-aid Railroads are distinguished by a "s."

Years ending	Railroad			Rolling Stock			Property and Assets			Liabilities			Operations			Earnings			Value of Shares																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																		
	Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.		Engines.	Cars.		Freight.	Rolling Stock.	Assets.	Accounts and Cash.	Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Trains Moved.		Passengers.	Freight.	Gross.	Net.	Dividends.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																													
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Dec. 31, 1870	1871	1872	1873	1874	1875	1876	1877	1878	1879	1880	1881	1882	1883	1884	1885	1886	1887	1888	1889	1890	1891	1892	1893	1894	1895	1896	1897	1898	1899	1900	1901	1902	1903	1904	1905	1906	1907	1908	1909	1910	1911	1912	1913	1914	1915	1916	1917	1918	1919	1920	1921	1922	1923	1924	1925	1926	1927	1928	1929	1930	1931	1932	1933	1934	1935	1936	1937	1938	1939	1940	1941	1942	1943	1944	1945	1946	1947	1948	1949	1950	1951	1952	1953	1954	1955	1956	1957	1958	1959	1960	1961	1962	1963	1964	1965	1966	1967	1968	1969	1970	1971	1972	1973	1974	1975	1976	1977	1978	1979	1980	1981	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050	2051	2052	2053	2054	2055	2056	2057	2058	2059	2060	2061	2062	2063	2064	2065	2066	2067	2068	2069	2070	2071	2072	2073	2074	2075	2076	2077	2078	2079	2080	2081	2082	2083	2084	2085	2086	2087	2088	2089	2090	2091	2092	2093	2094	2095	2096	2097	2098	2099	2100	2101	2102	2103	2104	2105	2106	2107	2108	2109	2110	2111	2112	2113	2114	2115	2116	2117	2118	2119	2120	2121	2122	2123	2124	2125	2126	2127	2128	2129	2130	2131	2132	2133	2134	2135	2136	2137	2138	2139	2140	2141	2142	2143	2144	2145	2146	2147	2148	2149	2150	2151	2152	2153	2154	2155	2156	2157	2158	2159	2160	2161	2162	2163	2164	2165	2166	2167	2168	2169	2170	2171	2172	2173	2174	2175	2176	2177	2178	2179	2180	2181	2182	2183	2184	2185	2186	2187	2188	2189	2190	2191	2192	2193	2194	2195	2196	2197	2198	2199	2200	2201	2202	2203	2204	2205	2206	2207	2208	2209	2210	2211	2212	2213	2214	2215	2216	2217	2218	2219	2220	2221	2222	2223	2224	2225	2226	2227	2228	2229	2230	2231	2232	2233	2234	2235	2236	2237	2238	2239	2240	2241	2242	2243	2244	2245	2246	2247	2248	2249	2250	2251	2252	2253	2254	2255	2256	2257	2258	2259	2260	2261	2262	2263	2264	2265	2266	2267	2268	2269	2270	2271	2272	2273	2274	2275	2276	2277	2278	2279	2280	2281	2282	2283	2284	2285	2286	2287	2288	2289	2290	2291	2292	2293	2294	2295	2296	2297	2298	2299	2300	2301	2302	2303	2304	2305	2306	2307	2308	2309	2310	2311	2312	2313	2314	2315	2316	2317	2318	2319	2320	2321	2322	2
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An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertainable."

[illegible]

Year	Lykens Valley	Pennsylvania	600,000	370,000	86,172	90,175	35.0	195.0	348,923	428,429	7,649	59,410	62,500
1870	12.6	9.5	600,000	1,631,900	770,000	90,175	35.0	195.0	348,923	428,429	7,649	59,410	62,500
1871	12.6	9.5	2,500,000	1,631,900	770,000	90,175	35.0	195.0	348,923	428,429	7,649	59,410	62,500
1872	12.6	9.5	2,500,000	1,631,900	770,000	90,175	35.0	195.0	348,923	428,429	7,649	59,410	62,500
1873	12.6	9.5	2,500,000	1,631,900	770,000	90,175	35.0	195.0	348,923	428,429	7,649	59,410	62,500
1874	12.6	9.5	2,500,000	1,631,900	770,000	90,175	35.0	195.0	348,923	428,429	7,649	59,410	62,500
1875	12.6	9.5	2,500,000	1,631,900	770,000	90,175	35.0	195.0	348,923	428,429	7,649	59,410	62,500
1876	12.6	9.5	2,500,000	1,631,900	770,000	90,175	35.0	195.0	348,923	428,429	7,649	59,410	62,500
1877	12.6	9.5	2,500,000	1,631,900	770,000	90,175	35.0	195.0	348,923	428,429	7,649	59,410	62,500
1878	12.6	9.5	2,500,000	1,631,900	770,000	90,175	35.0	195.0	348,923	428,429	7,649	59,410	62,500
1879	12.6	9.5	2,500,000	1,631,900	770,000	90,175	35.0	195.0	348,923	428,429	7,649	59,410	62,500
1880	12.6	9.5	2,500,000	1,631,900	770,000	90,175	35.0	195.0	348,923	428,429	7,649	59,410	62,500
1881	12.6	9.5	2,500,000	1,631,900	770,000	90,175	35.0	195.0	348,923	428,429	7,649	59,410	62,500
1882	12.6	9.5	2,500,000	1,631,900	770,000	90,175	35.0	195.0	348,923	428,429	7,649	59,410	62,500
1883	12.6	9.5	2,500,000	1,631,900	770,000	90,175	35.0	195.0	348,923	428,429	7,649	59,410	62,500
1884	12.6	9.5	2,500,000	1,631,900	770,000	90,175	35.0	195.0	348,923	428,429	7,649	59,410	62,500
1885	12.6	9.5	2,500,000	1,631,900	770,000	90,175	35.0	195.0	348,923	428,429	7,649	59,410	62,500
1886	12.6	9.5	2,500,000	1,631,900	770,000	90,175	35.0	195.0	348,923	428,429	7,649	59,410	62,500
1887	12.6	9.5	2,500,000	1,631,900	770,000	90,175	35.0	195.0	348,923	428,429	7,649	59,410	62,500
1888	12.6	9.5	2,500,000	1,631,900	770,000	90,175	35.0	195.0	348,923	428,429	7,649	59,410	62,500
1889	12.6	9.5	2,500,000	1,631,900	770,000	90,175	35.0	195.0	348,923	428,429	7,649	59,410	62,500
1890	12.6	9.5	2,500,000	1,631,900	770,000	90,175	35.0	195.0	348,923	428,429	7,649	59,410	62,500
1891	12.6	9.5	2,500,000	1,631,900	770,000	90,175	35.0	195.0	348,923	428,429	7,649	59,410	62,500
1892	12.6	9.5	2,500,000	1,631,900	770,000	90,175	35.0	195.0	348				

Dec. 31, 1870	1870	1871	1872	1873	1874	1875	1876	1877	1878	1879	1880	1881	1882	1883	1884	1885	1886	1887	1888	1889	1890	1891	1892	1893	1894	1895	1896	1897	1898	1899	1900	1901	1902	1903	1904	1905	1906	1907	1908	1909	1910	1911	1912	1913	1914	1915	1916	1917	1918	1919	1920	1921	1922	1923	1924	1925	1926	1927	1928	1929	1930	1931	1932	1933	1934	1935	1936	1937	1938	1939	1940	1941	1942	1943	1944	1945	1946	1947	1948	1949	1950	1951	1952	1953	1954	1955	1956	1957	1958	1959	1960	1961	1962	1963	1964	1965	1966	1967	1968	1969	1970	1971	1972	1973	1974	1975	1976	1977	1978	1979	1980	1981	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050	2051	2052	2053	2054	2055	2056	2057	2058	2059	2060	2061	2062	2063	2064	2065	2066	2067	2068	2069	2070	2071	2072	2073	2074	2075	2076	2077	2078	2079	2080	2081	2082	2083	2084	2085	2086	2087	2088	2089	2090	2091	2092	2093	2094	2095	2096	2097	2098	2099	2100	2101	2102	2103	2104	2105	2106	2107	2108	2109	2110	2111	2112	2113	2114	2115	2116	2117	2118	2119	2120	2121	2122	2123	2124	2125	2126	2127	2128	2129	2130	2131	2132	2133	2134	2135	2136	2137	2138	2139	2140	2141	2142	2143	2144	2145	2146	2147	2148	2149	2150	2151	2152	2153	2154	2155	2156	2157	2158	2159	2160	2161	2162	2163	2164	2165	2166	2167	2168	2169	2170	2171	2172	2173	2174	2175	2176	2177	2178	2179	2180	2181	2182	2183	2184	2185	2186	2187	2188	2189	2190	2191	2192	2193	2194	2195	2196	2197	2198	2199	2200	2201	2202	2203	2204	2205	2206	2207	2208	2209	2210	2211	2212	2213	2214	2215	2216	2217	2218	2219	2220	2221	2222	2223	2224	2225	2226	2227	2228	2229	2230	2231	2232	2233	2234	2235	2236	2237	2238	2239	2240	2241	2242	2243	2244	2245	2246	2247	2248	2249	2250	2251	2252	2253	2254	2255	2256	2257	2258	2259	2260	2261	2262	2263	2264	2265	2266	2267	2268	2269	2270	2271	2272	2273	2274	2275	2276	2277	2278	2279	2280	2281	2282	2283	2284	2285	2286	2287	2288	2289	2290	2291	2292	2293	2294	2295	2296	2297	2298	2299	2300	2301	2302	2303	2304	2305	2306	2307	2308	2309	2310	2311	2312	2313	2314	2315	2316	2317	2318	2319	2320	2321	2
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Oct. 28, 1870	Nov. 4, 1870	Nov. 11, 1870	Nov. 18, 1870	Nov. 25, 1870	Dec. 2, 1870	Dec. 9, 1870	Dec. 16, 1870	Dec. 23, 1870	Dec. 30, 1870	Jan. 6, 1871	Jan. 13, 1871	Jan. 20, 1871	Jan. 27, 1871	Feb. 3, 1871	Feb. 10, 1871	Feb. 17, 1871	Feb. 24, 1871	Mar. 2, 1871	Mar. 9, 1871	Mar. 16, 1871	Mar. 23, 1871	Mar. 30, 1871	Apr. 6, 1871	Apr. 13, 1871	Apr. 20, 1871	Apr. 27, 1871	May 4, 1871	May 11, 1871	May 18, 1871	May 25, 1871	Jun. 1, 1871	Jun. 8, 1871	Jun. 15, 1871	Jun. 22, 1871	Jun. 29, 1871	Jul. 6, 1871	Jul. 13, 1871	Jul. 20, 1871	Jul. 27, 1871	Aug. 3, 1871	Aug. 10, 1871	Aug. 17, 1871	Aug. 24, 1871	Aug. 31, 1871	Sept. 7, 1871	Sept. 14, 1871	Sept. 21, 1871	Sept. 28, 1871	Oct. 5, 1871	Oct. 12, 1871	Oct. 19, 1871	Oct. 26, 1871	Nov. 2, 1871	Nov. 9, 1871	Nov. 16, 1871	Nov. 23, 1871	Nov. 30, 1871	Dec. 7, 1871	Dec. 14, 1871	Dec. 21, 1871	Dec. 28, 1871	Jan. 4, 1872	Jan. 11, 1872	Jan. 18, 1872	Jan. 25, 1872	Feb. 1, 1872	Feb. 8, 1872	Feb. 15, 1872	Feb. 22, 1872	Feb. 29, 1872	Mar. 6, 1872	Mar. 13, 1872	Mar. 20, 1872	Mar. 27, 1872	Apr. 3, 1872	Apr. 10, 1872	Apr. 17, 1872	Apr. 24, 1872	Apr. 30, 1872	May 7, 1872	May 14, 1872	May 21, 1872	May 28, 1872	Jun 4, 1872	Jun 11, 1872	Jun 18, 1872	Jun 25, 1872	Jul 2, 1872	Jul 9, 1872	Jul 16, 1872	Jul 23, 1872	Jul 30, 1872	Aug 6, 1872	Aug 13, 1872	Aug 20, 1872	Aug 27, 1872	Sep 3, 1872	Sep 10, 1872	Sep 17, 1872	Sep 24, 1872	Oct 1, 1872	Oct 8, 1872	Oct 15, 1872	Oct 22, 1872	Oct 29, 1872	Nov 5, 1872	Nov 12, 1872	Nov 19, 1872	Nov 26, 1872	Dec 3, 1872	Dec 10, 1872	Dec 17, 1872	Dec 24, 1872	Dec 31, 1872	Jan 7, 1873	Jan 14, 1873	Jan 21, 1873	Jan 28, 1873	Feb 4, 1873	Feb 11, 1873	Feb 18, 1873	Feb 25, 1873	Mar 4, 1873	Mar 11, 1873	Mar 18, 1873	Mar 25, 1873	Apr 1, 1873	Apr 8, 1873	Apr 15, 1873	Apr 22, 1873	Apr 29, 1873	May 6, 1873	May 13, 1873	May 20, 1873	May 27, 1873	Jun 3, 1873	Jun 10, 1873	Jun 17, 1873	Jun 24, 1873	Jul 1, 1873	Jul 8, 1873	Jul 15, 1873	Jul 22, 1873	Jul 29, 1873	Aug 5, 1873	Aug 12, 1873	Aug 19, 1873	Aug 26, 1873	Sep 2, 1873	Sep 9, 1873	Sep 16, 1873	Sep 23, 1873	Sep 30, 1873	Oct 7, 1873	Oct 14, 1873	Oct 21, 1873	Oct 28, 1873	Nov 4, 1873	Nov 11, 1873	Nov 18, 1873	Nov 25, 1873	Dec 2, 1873	Dec 9, 1873	Dec 16, 1873	Dec 23, 1873	Dec 30, 1873	Jan 6, 1874	Jan 13, 1874	Jan 20, 1874	Jan 27, 1874	Feb 3, 1874	Feb 10, 1874	Feb 17, 1874	Feb 24, 1874	Mar 2, 1874	Mar 9, 1874	Mar 16, 1874	Mar 23, 1874	Mar 30, 1874	Apr 6, 1874	Apr 13, 1874	Apr 20, 1874	Apr 27, 1874	May 4, 1874	May 11, 1874	May 18, 1874	May 25, 1874	Jun 1, 1874	Jun 8, 1874	Jun 15, 1874	Jun 22, 1874	Jun 29, 1874	Jul 6, 1874	Jul 13, 1874	Jul 20, 1874	Jul 27, 1874	Aug 3, 1874	Aug 10, 1874	Aug 17, 1874	Aug 24, 1874	Aug 31, 1874	Sep 7, 1874	Sep 14, 1874	Sep 21, 1874	Sep 28, 1874	Oct 5, 1874	Oct 12, 1874	Oct 19, 1874	Oct 26, 1874	Nov 2, 1874	Nov 9, 1874	Nov 16, 1874	Nov 23, 1874	Nov 30, 1874	Dec 7, 1874	Dec 14, 1874	Dec 21, 1874	Dec 28, 1874	Jan 4, 1875	Jan 11, 1875	Jan 18, 1875	Jan 25, 1875	Feb 1, 1875	Feb 8, 1875	Feb 15, 1875	Feb 22, 1875	Feb 29, 1875	Mar 6, 1875	Mar 13, 1875	Mar 20, 1875	Mar 27, 1875	Apr 3, 1875	Apr 10, 1875	Apr 17, 1875	Apr 24, 1875	Apr 30, 1875	May 7, 1875	May 14, 1875	May 21, 1875	May 28, 1875	Jun 4, 1875	Jun 11, 1875	Jun 18, 1875	Jun 25, 1875	Jul 2, 1875	Jul 9, 1875	Jul 16, 1875	Jul 23, 1875	Jul 30, 1875	Aug 6, 1875	Aug 13, 1875	Aug 20, 1875	Aug 27, 1875	Sep 3, 1875	Sep 10, 1875	Sep 17, 1875	Sep 24, 1875	Oct 1, 1875	Oct 8, 1875	Oct 15, 1875	Oct 22, 1875	Oct 29, 1875	Nov 5, 1875	Nov 12, 1875	Nov 19, 1875	Nov 26, 1875	Dec 3, 1875	Dec 10, 1875	Dec 17, 1875	Dec 24, 1875	Dec 31, 1875	Jan 7, 187
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New York Stock Exchange.

Actual Sale Prices for the week ending Dec. 13.

Th.7. F.8. Sat.9. M.11. Tu.12. W.13

FEDERAL STOCKS:—

U. S. 6s, 1874, reg.	109	109	109	109	109
U. S. 6s, 1874, coup.	109	109	109	109	109
U. S. 6s, 10-40s, coup.	109	109	109	109	109
U. S. 6s, 10-40s, reg.	109	109	109	109	109
U. S. 6s, 1881, reg.	109	109	109	109	109
U. S. 6s, 1881, coup.	109	109	109	109	109
U. S. 6s, 1881, reg.	114	114	114	114	114
U. S. 6s, 1881, coup.	117	117	117	117	117
U. S. 6s, '81, O.W.L.	111	111	111	111	111
U. S. 6s, 5-20s, reg. '62.110	110	110	111	110	110
U. S. 6s, 5-20s, c. 1862.110	110	110	111	110	110
U. S. 6s, 5-20s, c. 1864.110	111	111	111	110	110
U. S. 6s, 5-20s, c. 1864.110	111	111	111	110	110
U. S. 6s, 5-20s, c. 1865.111	111	111	111	111	111
U. S. 6s, 5-20s, c. n. '65.113	113	114	114	113	113
U. S. 6s, 5-20s, c. n. '65.113	113	114	114	113	113
U. S. 6s, 5-20s, reg. '67.111	111	111	111	111	111
U. S. 6s, 5-20s, c. 1867.114	114	114	115	115	115
U. S. 6s, 5-20s, reg. '68.	114	114	115	115	115
U. S. 6s, 5-20s, c. '68.114	114	114	115	115	115
U. S. 6s, Pac.R.R. Issue 113	113	113	113	113	113

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Dec. 12.

W.6. Th.7. F.8. Sat.9. M.11. Tu.12

Catawissa	45	44	44	44	44
Camden and Amboy	136	136	135	135	134
6s, 1875	90	90	90	90	90
6s, 1883	90	90	90	90	90
6s, 1889	88	88	87	87	87
mort. 6s, '89	94	94	94	94	94
Elmira & Williamsport	94	94	94	94	94
pref.	94	94	94	94	94
Lehigh Navigation	35	36	36	36	36
6s, 1884	93	94	93	94	94
Gold L.	93	94	93	94	94
R. R. L.	94	94	94	94	94
Conv. L.	94	94	94	94	94
Lehigh Valley R.R.	60	59	60	60	60
6s new coup.	95	95	95	95	95
6s new reg.	95	95	95	95	95
Little Schuylkill R.R.	47	47	47	47	47
7s.	54	54	54	54	54
Minehill	54	54	54	54	54
Morris Canal	54	54	54	54	54
pref.	54	54	54	54	54
North Pennsylvania	101	101	101	101	101
6s, 1880	101	101	101	101	101
7s.	101	101	101	101	101
10s, 1887	101	101	101	101	101
Northern Central	38	38	38	38	38
Oil Creek & Alleg. Riv.	49	49	49	49	49
7s.	49	49	49	49	49
Pennsylvania R. R.	59	58	58	58	57
1st M.	59	58	58	58	57
2d M.	97	97	97	97	97
Gen. mort.	97	97	97	97	97
reg.	96	96	96	96	96
Penn. State, 6s, 1st series	103	103	103	103	103
6s, 2d series	103	103	103	103	103
6s, 3d series	109	109	109	109	109
Philadelphia City, 6s	99	99	99	99	99
new	99	99	99	99	99
Philad. Germ. & Nor.	85	85	85	85	85
Phila. & Reading	57	57	57	57	57
Philadelphia and Erie	25	25	25	25	25
6s	88	88	88	88	88
7s.	88	88	88	88	88
Schuylkill Navigation	16	16	16	16	16
pref.	16	16	16	16	16
6s, 1882	80	80	80	80	81
6s, 1876	80	80	80	80	81
6s, 1872	80	80	80	80	81
Hestonville, (Horse)	20	20	20	20	20
Green & Wal.	53	53	53	53	53
Green & Coates	66	66	66	66	66
2d and 3d streets	66	66	66	66	66
Spruce and Pine	32	32	32	32	32
13th and 15th sts.	32	32	32	32	32

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Dec. 12.

W.6. Th.7. F.8. Sat.9. M.11. Tu.12

Baltimore City 6s, 1875	98	98	98	98	98
1880	101	101	101	101	101
1890	99	99	99	99	99
1884	99	99	99	99	99
1900	98	98	98	98	98
Balt. and Ohio	141	141	141	141	141
bonds, 1875	96	96	96	96	96
1880	96	96	96	96	96
1885	95	95	95	95	95
Marietta & Cin. 1st M.	97	97	97	97	97
2d M.	85	85	85	85	85
3d M.	85	85	85	85	85
Northern Central	38	38	38	38	38
bonds, 1885	93	93	93	93	93
1900	93	93	93	93	93
Pittsb. & Connellsv. 7s. 93	93	93	93	93	93
N. W. Va. 1st mort.	93	93	93	93	93
2d mort.	93	93	93	93	93
3d mort.	93	93	93	93	93
Virginia 6s, Consol.	65	65	65	65	64
Defer. Cert.	27	27	27	27	27
City Passenger R. R.	27	27	27	27	27

Boston Stock Exchange.

Actual Sale Prices for the week ending Dec. 13.

Th.7. F.8. Sat.9. M.11. Tu.12. W.13

Boston and Albany	144	145	145	145	145
Boston and Lowell	144	144	144	144	144
Boston and Maine	143	143	143	143	143
Boston and Providence	145	145	145	145	145
Boston, Hartford & Erie	27	27	27	27	27
7s, new	27	27	27	27	27
Cheshire, pref.	108	107	108	107	107
Concord	108	107	108	107	107
Connecticut River	108	107	108	107	107
Eastern	108	107	108	107	107
Fitchburg	108	107	108	107	107
Manchester & Law's	146	146	146	146	146
Michigan Central	118	118	118	118	118
Northern, N. H.	110	110	110	110	110
Ogdens & Lake Champ.	91	91	91	91	91
pref.	107	107	107	107	107
Old Colony & Newport	107	107	107	107	107
Ph. Wil. & Baltimore	58	58	58	58	58
Port'd, Saco & Ports.	129	129	129	129	129
Union Pacific	27	27	27	27	27
6s	88	88	88	88	88
Land Grant 7s	77	77	77	77	77
Income 10s	80	80	80	80	80
Vermont & Canada	98	99	98	98	98
Vermont & Mass.	98	98	98	98	98
South Boston (Horse)	101	101	101	101	101
Cambridge	101	101	101	101	101
Metropolitan	76	76	76	76	76
Middlesex	80	80	80	80	80
Central Mining Co.	12	12	12	12	12
Copper Falls	12	12	12	12	12
Franklin	5	5	5	5	5
National	32	32	32	32	32
Pewabic	32	32	32	32	32
Quincy	32	32	32	32	32

London Stock Exchange.

Closing Prices.

Nov. 24. Dec. 1.

All. & Gt. West. N. Y. sec. 7 per ct	87	92	87	92
1st mort., 1880	87	92	87	92
Do. do., 2d mort., 1881	80	85	80	85
Do. Penn., 1st mort., 1877	87	92	87	92
Do. do., 2d mort., 1882	80	85	80	85
Do. Consol. 7 per cent. mort. 1890	34	35	34	35
Detroit and Milwaukee 1st mort. 7s.	73	78	73	78
Do. 2d mort. 8 p. c.	70	80	70	80
Erie shares 100 dol. all paid	24	25	24	25
Do. sterlg. 6 p. c. convertible bonds	72	74	75	77
Illinois Central, 6 per cent., 1875	102	102	102	102
Do. Redemption mort. bonds 6 p. c. 100	102	102	102	102
Do. 100 dol. shares, all paid	108	109	109	110
Marietta and Cincinnati 7s.	80	85	84	88
Michigan Central 8s, conv. 1869	85	95	90	100
Panama 2d mort. 7s, 1872	99	101	99	101
Panama General mort. 7s, 1897	73	80	78	80
Penn. R. R. bonds, 2d mort. 6 per ct.	97	99	97	99
Do. General mort. 6 p. c. 1910	98	99	97	98
Do. \$50 shares	48	49	48	49
Philadelphia and Erie 1st mort. 1881	96	98	93	95
Do. with option to be paid in Phila.	96	98	93	95

American Railroad Journal.

Saturday, December 16, 1871.

Stock Exchange and Money Market.

Money has been quite brisk through the week. The offerings in the open market have been on a restricted scale, under the manipulations of the supply, by operators for lower stock values. The bank reserves of legal tender notes have been thus cut down materially, and lenders have been less liberal of accommodation. Call loans have been generally quoted at from 7 per cent. in currency to the same rate in gold, with a more urgent inquiry for aid from the Stock Exchange firms. In the discount line, the dealings have been rather less extensive, with strictly prime to very good mercantile paper rated at from 8@10 per cent. per annum.

The city banks, in their latest return, show a reduction of \$6,741,500 of legal tender notes, with an increase of \$5,110,400 of specie, and a falling off of \$1,108,800 of deposits; also an addition of \$1,771,500 to their loan and discount averages, and \$15,900 to their item of circulation. The city bank exchanges, last week, averaged \$101,104,672; and thus far, this week, 102 3/4 millions daily. The banks now hold \$5,729,375 of specie and legal tender notes, more than the 25

per cent. of their liabilities required by the national banking Act.

The specie reserve of the city banks according to the latest return is \$23,185,100, against \$15,935,848 same time last year. The city bank deposits are now \$222,405,700 against \$194,181,355 week ending Dec. 10, 1870. The legal tender reserve amounts to \$45,667,400 against \$49,124,022 same time last year. The circulation now stands at \$30,122,800, against \$32,185,477 same time last year. The loans are now \$294,088,400, against \$268,147,232 at this date last year.

The U. S. Sub Treasury increased its currency balance \$1,999,955 and reduced its coin reserve \$585,991, as the result of the week's business. The receipts of the office were \$10,532,763 in coin, and \$4,977,669 in currency; payments, \$11,118,754 in coin, and \$2,977,714 in currency. The office received \$2,160,000 in coin or its equivalent, from customs; and disbursed \$921,049 of coin interest.

The U. S. Sub-Treasurer retired, last week, \$1,897,575 of coin certificates, received for customs.

The Treasury Department holds in trust as security for national bank circulation, United States bonds for \$370,044,000; and as security for deposits of public money, United States bonds for \$15,229,000. The aggregate of the outstanding circulation of the National Banks of the country is \$326,773,456.

Government revenues have been yielding less freely, since our last. The excises yielded last week about two millions, and thus far since July 1, about 59 1/2 millions. The customs at the port of New York, last week were \$2,082,576; and at the outports, equal to about \$670,000 more, all in coin, or coin certificates.

Gold has been further weakened in price, during the week, by the liberal offerings while the demand from all sources has been less confident, particularly so on speculative account. The Government disbursements added largely to the floating supply, and materially to the depression of the market. The customs call was moderate. The export drain inconsiderable. The range of the price during the week has been from 109 1/8 @ 110 1/4 and the closing quotation on Wednesday was 109 1/4 @ 109 3/8 against 110 the preceding Wednesday. The specie outflow, last week, was \$345,224; The Gold Exchange Bank clearances have averaged nearly 42 1/2 millions a day during the week.

The customs demand for Gold last week, averaged \$360,000 a day; thus far, this week, it has averaged \$408,000 a day, or equal to a weekly aggregate of \$2,448,000. The arrivals of specie from Europe, Havana and other foreign ports last week were \$32,425, and since Jan. 1, 1871, \$8,461,330 against \$11,492,784 same time in 1870. The total customs revenue of the Government, in coin, at this port, since January 1, 1871, has been \$148,415,742 against \$134,711,673 same time in 1870.

Government disbursed through the U. S. Sub-Treasury here, on account of the coin interest on the public debt from Jan. 1, to Dec. 9, 1871, \$81,579,039, against \$84,769,464 same time in 1870.

The export drain of specie was \$345,244 last week, against \$800,468, same week preceding year. The shipments since January 1, 1871, have been \$62,511,340, against \$57,386,500 same time in 1870.

The Treasury Department on Monday held a coin reserve of \$103,076,290, and a currency balance of \$8,642,092.

Foreign exchange has been in fair, though not remarkably active request, and has been quoted firm in price. Bankers' sixty day bills on London closed on Wednesday at 109@109½; sight bills on London, 109¾@109¾.

The produce exports from this port, week ending with Dec. 13, were to the currency value of \$4,176,158.

Government securities have been quite scarce in the open market, and have been in good request, at firmer prices, the later issues of the coin-bearing bonds meeting with special favor, the demand being influenced by the re-investment of the proceeds of the Stock of 1862 now being paid off by the Government. At the same time there is more than the usual inquiry from the Savings Banks and Insurance Companies.

Under the December programme of the Treasury Department, Government proposes to sell gold, during the month, as follows: Thursday, Dec. 14, \$1,000,000; Thursday, Dec. 21, \$1,000,000; Thursday, Dec. 28, \$1,000,000. And to buy in Five-Twenties, as follows: Wednesday, Dec. 20, \$1,000,000; Wednesday, Dec. 27, \$1,000,000.

On Wednesday, Government bought in only \$43,700 of Five-Twenties at 109 22@109 24. The amount of bonds offered was \$323,700 at from 109 22@109 62.

In view of the buoyancy of Government Securities, and the improbability of the Treasury being able to buy them below par in Gold, the Secretary of the Treasury has called in, for the 7th of March, 1872, Twenty-Millions of the second series of Five-twenties of 1862, of which 16 millions are Coupon Bonds, and Four Millions Registered. The Coupon Bonds are contained in the following numbers, which foot up \$16,684,300: \$50 Bonds, 1 to 5,460; \$100 Bonds, 1 to 13,093; 500 Bonds, 1 to 7,964; \$1,000 Bonds, 1 to 11,120. On these bonds interest will cease on the 7th of March next, the proclamation conforming to the rule of a notice of ninety days.

U. S. sixes of 1881 closed here on Wednesday of the current week at 117¾@117½; U. S. Five-Twenties of 1862, (other than the bonds called in) 110¼@110¼; U. S. Five-Twenties of 1864 at 110¼@110¼; U. S. Five-Twenties of 1865, 111½@111½; U. S. Five-Twenties of 1865 consolidated, 113¾@114¼; U. S. Five-Twenties of 1867, 115½@115½; U. S. Five-Twenties of 1868, 115½@115½; U. S. Ten-forties at 109¾@109¾; U. S. Fives of 1881 (Funding Loan) 109@109¼. Six per cent. currency bonds, 113¾@113¾.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Nov. 28.	Dec. 6.	Dec. 13.
Consols	93½	92½	92½
U. S. 5-20's of 1862 ..	92	92½	92½
U. S. 5-20's, 1865	92¼	92¾	93¼
" 1867	94¾	95½	96½
" 10-40's	91½	90¾	91½
Erie	25¾	26¼	27½

The new Funding Five per cent. Loan was quoted in London on Wednesday at 90¾@90¾.

State bonds continue in moderate demand at however, irregular prices.

Railway bonds of the better class have been in good demand for investment purposes. Of the older issues the offerings have been light, and

prices quoted strong. Central Pacific Sixes have been quite scarce, and wanted by home and foreign buyers, closing buoyantly at 103@103¼. The favorites of the new loans have met with a free sale at the current quotations. The Chesapeake and Ohio Sixes have been in comparatively brisk request, and further considerable amounts of this loan have been taken on investment account on the basis of 94 per cent. and accrued interest.

Railway and miscellaneous share property has been moderately active, but with the Money supply made artificially stringent prices have been quite variable.

General business has been tame, as a rule. Breadstuffs have been unusually quiet. Provisions, in less urgent request. Petroleum, held above the views of buyers, in most instances. Cotton has been exceptionally active, excited, and higher, though closing irregularly. Middling upland cotton closed on Wednesday at 19¾@20 cts. per lb. The receipts at all the ports, since Sept. 1, have been 1,061,176 bales, against 1,291,125 bales same time in the preceding year; exports 456,852 bales, against 640,452 bales in the previous year; stock at the ports at latest dates, 410,539 bales, against 434,581 bales same date 1870.

At the Live Stock Markets, Beeves have been in fair demand at from 4½@13 cts.; Veals at 5@10½ cts.; Sheep at 3¼@6¾ cts.; Lambs at 6@8 cts.; Swine, at 4½@5½ cts. per lb., all live weight. The week's receipts were 7,687 Beeves, 802 Veal Calves, 24,239 Sheep and Lambs; and 41,628 Swine.

Foreign goods have been in moderate request at about previous rates. The week's imports of foreign goods reached \$5,047,932, including \$1,053,366 of dry goods.

Ocean freights have been quiet, with rates quoted somewhat unsettled.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—South Carolina 6s, new, Jan. and July, 31; do., Apl. and Oct., 28; North Carolina 6s, special tax, 14; do. Fund Act, 1868, 21; Texas 10s, 1876, 92¾; Arkansas 7s, M. and L. R. R., 58; Georgia 7s, 83¼; Michigan 6s, 1873@1883, 101; Brooklyn 6s, W. L. R., 95; Cleve. Col., Cin. and Ind. 1st. mort., 98; Mil. and St. Paul 1st mort. Iowa div., 90; Quincy and Toledo 1st mort., 88; Winona and St. Peter 1st mort., 87½; Ohio and Miss. consol., 96½; Peninsula R. R. 1st mort., 91½; Central of New Jersey 1st mort. new, 103¾; Toledo, Peoria. and Warsaw 1st mort. W. D., 91; do. 2d mort., 80; Cedar Falls and Minnesota 1st mort., 85; North Missouri 1st mort., 89¾; Pacific R. R. 7s, guar. by Mo., 102; Galena and Chicago 1st mort., 105; Long Dock bonds, 90; Toledo, Wabash and Western consol., 87; Gt. Western 1st mort., 1888, 94¼; Buffalo, New York and Erie 1st mort., 89¾; St. Louis and Iron Mt. R. R., 59½; Albany and Susq. R. R., 93½; do. 2d mort., 93½; New York and New Haven R. R., 145; New Jersey R. R. 132¼; Quicksilver pref., 29; Western Union Tel., 63; do. 7s, 92½; Maryland Coal, 24¾; Consol. Coal of Md., 37; New Jersey Central Land and Imp. Co., 71; Adams Exp., 89¼; Am. Mer. Union Exp., 68; U. S. Exp., 60½; Wells-Fargo Exp., 56¾;

Philadelphia.—Lehigh Valley new 7s, reg., 101¼; West Jersey 7s, 101½; Warren and Franklin 1st mort., 90; Lehigh Nav. consol. gold loan, 95; Penn. and New York 7s, 93¼; Huntington and Broad Top Mt. consol., 47¾; West Chester R. R. 7s, 96¾; Allegheny Valley R. R. 7 3-10s, 95; Morris Canal 1st mort., 92; do. 2d mort., 90; East Pennsylvania R. R. 7s, 90; Susq. Canal 6s, 68; Phila. and Reading 7s, 1893, 103¾; Delaware Division Canal, 48¼; Chestnut Hill R. R., 85; Ridge Avenue R. R., 15; Big Mt. Coal, 6½; N. Y. and Middle Coal, 4; Fulton Coal, 5½. The latest quotations are: City 6s, 95@97; do. free of tax, 98¾@99; State 6s, coupon, 96@—; do. 6s, W. L. 102@102¾; do. 1st series, 102½@103½; do. 2d series 106½@106½; do. 3d series, 108@109; Reading, 57½@57½; do. 7s, 1893, 102½@103; do. mort. 6s, 1880, 92@92; Camden and Amboy, 134½@134½; do. mort. 6s, 1889, 93¾@93¾; do. 1883, 90¾@90¾; do. 1889, 88@88½; Pennsylvania R. R., 58½@58½; do. 1st mort., 100@102; do. 2d mort., 98@98½; do. General mort. coupon, 95@96; do. reg., 96@96; Little Schuylkill R. R., 47@48; Morris Canal, 49¼@50; do. pref., 122@124; do. 6s, 92@92; Susquehanna Canal, 7@11; do. 6s, 69@73; Schuylkill Nav., 8@8½; do. pref., 16½@17; do. 6s, 1882, 81@81½; Elmira and Williamsport pref., 40@45; do. 7s, 1873, 93@95; do. 5s, 61@—; Lehigh Coal and Navigation, 37¾@37¾; do. 6s, 1884, 86@88; do. R. R. Loan, 94@94; do. Gold Loan, 93¾@94; North Pennsylvania, 49@—; do. 6s, 101@102; do., 7s, 96@96; do. Chattle 10s, 110@112; Philadelphia and Erie, 25@25½; do. 6s, 88@90; Minehill, 54@54½; Catawissa, 16@20; do. pref., 44¾@45; Lehigh Valley, 60½@60½; do. 6s, new coupon, 94@95; do. reg., 94¾@95; do. 7s, 101¾@101¾; Fifth and Sixth streets, (horse), 45@48; Second and Third, 65@67; Thirteenth and Fifteenth, 23@23; Spruce and Pine, 32@33; Green and Coates, 47@—; Chestnut and Walnut, 53½@55; Hestonville, 20½@21; Union, 60@—; Germantown, 35@40.

Boston.—Vermont Central 1st. mort., 83¾; Boston and Albany 7s, new, 106; Michigan Central R. R. 8s, 1890, 108¾; Framingham and Lowell 1st mort. 7s, 1890, 89¾; Agricultural Branch 1st mort. 6s, 1884; 80; Maryland and Delaware R. R. 1st mort., 6s, 1885, 49¾; Kalamazoo, Allegan and Grand Rapids 8s, 1888, 95¼; Western R. R. 6s, 1875, 98¼; Burlington and Missouri River R. R., new, 103; do. 8s, in Nebraska, 93¾; Eastern R. R. 6s, 1874, 96½; Salem and Lowell 6s, 1878, 95½; Stanstead, Shefford and Chambly 7s, 83½; Pittsfield and North Adams R. R. 85; Marquette and Ontonagon R. R., 104¾; Michigan Central new stock, 113; Norwich and Worcester R. R., 117¾; Eastern (N. H.) R. R. 100; Cincinnati, Sandusky and Cleveland R. R., 20; do. 7s, 81; Coen. and Passumpsic Rivers R. R. pref., 90; Rutland R. R. 25; do. pref., 77½; Indianapolis, Cincinnati and Lafayette R. R., 7½; Boston Water Power Co., 44¼; Cary Imp. Co., 13¾; East Boston Land, 16½; Maine 6s, 1889, 100; Massachusetts 6s, 1874, gold 105¾; do. 5s, 1883, 98; do. 5s, 1894, gold, 98½; Boston 6s, currency, 100½; do. 5s, 1878, gold, 98; St. Louis 6s, 1889, 89½; Chicago 7s, 95@95¼; Hartford 6s, 99; Lowell 6s, 1890, 98¾; Albany 6s 93@93½; Cambridge 5s, 1882, 88; Cook Co., Ill., 7s, 96; Allouez Mining Co., 5¼;

Canada, 25c.; Calumet and Hecla, 105½; Hancock, 8¼; Hanover, 2; Ridge, 3; Rockland 1; Tremont, 25c.

Baltimore.—Orange and Alexandria R. R. 2d mort., 6s, 82; do. 4th mort., 8s, 82; Western Maryland 3d mort. guar., 92; Richmond and Danville bonds, 77½; Northern Central 6s, 1900, gold, 93¾; Maryland Defense Loan, 106; Virginia 6s, 1867, reg., 66; Memphis City 6s, 58; George's Creek Coal, 87. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 93@93¼; Baltimore and Ohio, 141½@142; do., 6s, 1875, 97@—; do., 1880, 96@96½; do., 1885, 94@94¾; Northern Central, 88¼@88½; do. 6s, 1885, 93¼@93½; do., 1900, 85@86½; do., 6s, 1900, gold, 93¾@93¾; N. W. Va 1st mort., 99@—; do., 2d mort., 99@100; do., 3d mort., 1885, 89@91; Marietta and Cincinnati 7s, 1892, 96½@97; do., 2d mort., 85¾@85¾; do., 3d mort., 79½@79½; Central Ohio, 28@—; do., 1st mort., 85½@86; Western Md. 1st mort. 6s, 1890, 80@—; guar. by Baltimore City, 90@96; do., 3d mort., guar., 91@92; do., 2d mort. pref., 60@62½; do., 6s, guar. by Washington Co., 83@86; Richmond and Danville bonds, 77½@—; Orange and Alexandria 1st mort. 6s, 88@—; do., 2d mort. 6s, 82@83; do., 3d mort. 8s, 89@90; do., 4th mort. 8s, 81¾@82½; Orange, Alex. and Manassas 7s, 83½@83¾; Virginia and Tennessee 8s, 88½@90; do., 6s, 1st mort., 90@95; do., 6s, 2d mort., 78½@81; Baltimore 6s, 1875, 98@98½; do., 1884, 96@97; do. 1886, 99¼@101; do., 1890, 99@100; do., 1893, 97@98; do., 1900, 98¼@99¾; Memphis City 6s, 58½@—; Maryland 6s, 1890, 97½@—; do. Defense Loan, 1883, 105¼@106; City Passenger R. R., 24@—; George's Creek Coal, 87@87.

Atlantic and Gt. Western Railway.

A meeting of the stockholders of the Atlantic and Great Western Railway Company of New York and Pennsylvania, was held on the 11th inst., to consider and vote upon the agreement entered into by the boards of directors of the Atlantic and Great Western Railway Company of New York and Pennsylvania, and the Atlantic and Great Western Railway Company of Ohio, for the consolidation of the two companies. A large number of the stockholders were present and the agreement was ratified. An election for directors was then held and the following board elected: General George B. McClellan, W. B. Duncan, General George B. Wright, Samuel L. M. Barlow, Abram S. Hewitt, Lawrence Wells, Lloyd Aspinwall, H. F. Sweetser, James B. Hodgskin, Reuben Hitchcock, John Tod, W. S. Sharp, and James McHenry. The board of directors then held a meeting and elected the following officers: President, General G. B. McClellan; vice-president, General G. B. Wright; treasurer, J. B. Hodgskin; general manager, H. F. Sweetser; secretary, Charles Day; auditor, C. W. Winslow.

Undoubtedly one of the best Dumping carts ever used in this country, for Railroad and street Contractors, is manufactured by Wm. & Henry Hand, at Plainfield, N. Jersey. These gentlemen have had large experience in the use of carts, and consequently know what is wanted. Their invention is explained on another page of this week's issue. All they ask is a trial of their cart—price \$65.

Farmers and Miners' Road.

A meeting was held at Circleville, Ohio, a few days since in the interest of what is called the Farmers and Miners' Railroad, proposed to be built from Urbana southward to London, Circleville and McArthur, where a connection is to be made with the contemplated Columbus, McArthur and Gallipolis Railroad. A member of the meeting being asked how long it would take two hundred iron furnaces to use up the iron ore on the line of this railroad, answered by saying that such a number of furnaces at full blast might work for a thousand years and have plenty left. For nearly fifty miles on the line of this road coal, iron, salt, stone, &c., abound in quantities to last for all time, and in variety and quality unsurpassed. The company will soon be incorporated and active steps taken to forward this great work.

Pittsburgh and Marietta Railroad.

There is a fair prospect that this enterprise will be a success. The road is intended to run from Pittsburgh to Marietta via Cambridge, Guernsey county, the entire length being in Ohio. The subscriptions asked by the Company from the several counties have, we believe, all been taken. Guernsey county has paid to the Company one hundred and fifty thousand dollars, and the work of constructing the road will soon commence at the Central Ohio Railway, working both northward and southward from that point. The full amount of stock required from Noble county has been raised, and engineers are at work permanently locating the line, and a strong construction party preparing the road-bed in that county.

Broadway Underground Railway.

The completed section of the Broadway Underground Railway, running from the corner of Warren street and Broadway southward under Broadway for several hundred feet, was again opened for public exhibition on the 11th inst. It is clean, well lighted and ventilated. A passenger car moved by atmospheric pressure was traversing the tunnel, carrying hundreds of curious passengers. An application will be made to the next Legislature for authority to extend the tunnel and carry passengers the length of the city.

The first train over the Addison (Vt.) Railroad was run on the 6th inst. This new line, connecting Port Henry with the Rutland Railroad, opens communication with the whole iron region of New York, and is of great importance in a business point of view to the people along the line, and no less important to the business of Rutland and the various points with which it has connection by railroad.

It was announced at the New York Stock Exchange on the 11th inst., that the lease by the Pennsylvania Railroad Company of the Cleveland and Pittsburg Railroad is to be capitalized at seven per cent., which gives 42.80 per cent. premium on the present 10 per cent. Stock, exclusively of the Quarterly Dividend of 2½ per cent. in January.

The receiver of the Indianapolis, Cincinnati and Lafayette Railroad has been authorized by the Court at Indianapolis to borrow money to pay all interest due on bonds issued prior to 1869. Also, to pay interest that will accrue until the sale of the road.

THE REDEMPTION OF 5-20 BONDS BY THE GOVERNMENT.

Of which a second instalment (\$20,000,000) has been called in for payment in March next, is rapidly going on, releasing a large amount of invested capital, a large proportion of which must seek reinvestment in substantial securities.

We offer and recommend the SIX PER CENT. GOLD BONDS OF THE CHESAPEAKE AND OHIO RAILROAD COMPANY as among the **safest and most desirable securities to be had in the market for the secure investment of capital.**

A small proportion only of the loan now remains unsold, and the reinvestment of the proceeds of redeemed Five-twenties should absorb them within a short time.

Present price, 94 and accrued interest.

Interest and principal payable in gold in New York City. Interest May 1 and November 1. Denominations, \$1,000, \$500, and \$100, coupon or registered.

The popularity of and demand for, the CENTRAL PACIFIC SIX PER CENT. GOLD BONDS, originally put on the market by us, and now in demand at from 3 to 4 per cent premium, afford an illustration of the **high standing which this class of Bonds, amply secured on well-managed and productive Trunk lines of Railroad must always maintain.**

We buy and sell, as usual, Government and CENTRAL PACIFIC BONDS, and receive them in exchange for CHESAPEAKE AND OHIO BONDS. Accounts of Banks, Bankers, and others received, on which we allow interest. Orders for Investment Stocks and Bonds executed at the Stock Exchange.

HARVEY FISK.

FISK & HATCH.

A. S. HATCH.

The last rail of the Hazleton Division of the Lehigh Valley Railroad was laid on the 7th inst. at Deringer Central Coal Works, eight miles from Hazleton, at which place it connects with the Danville, Hazleton and Wilkesbarre Railroad, the latter road having been completed to that point some weeks since, making a through route from Hazleton to Sunbury, fifty-one miles long. The first trip through from Sunbury to Hazleton was made by an engine of the Danville, Hazleton and Wilkesbarre Railroad, the next day after the two roads connected.

The Lexington (Va.) Gazette has authority for stating that the survey of the Virginia Valley Railroad between that place and Staunton will be pushed on during the winter, and the road put under contract by March. The engineers will pass over, with their instruments, both the Brownsburg and Fairfield routes by that time, and the company will then choose the route.

The contractors on the Lynchburg and Danville railroad, in searching for rock suitable for culverts and other stone work, have discovered a quarry of the finest granite, said by competent judges to be equal to any in the world.

The Wilmington, Columbia and Augusta railroad has been completed to Columbia, S. C., and on and after December 13th, will open the line between the North and South via Columbia.

Journal of Railroad Law.

RAILROAD COMPANIES—WHAT CONSTITUTES A DELIVERY OF TRUNK—WHEN COMPANY IS RESPONSIBLE.

The late case of *Rogers vs. the Long Island Railroad Company*, (2 Lansing 269,) was an action brought to recover the value of a trunk and its contents, which the plaintiff claimed to have given into the charge of the defendant, previously to taking passage on its road. The facts are fully and clearly stated in the following opinion by—

BARNARD, P. J.—There is no doubt but that to render a common carrier liable for goods to be carried by him, there must be a delivery to such carrier, and an acceptance on the part of the carrier of the goods to be carried. The proof shows in this case that the expressman took the trunk in question to the depot of the defendant at Peck Slip, about noon on the 11th April, 1868. It was marked "Israel Rogers, Riverhead, Long Island." He found inside of the depot gate where he carried the trunk two or three men unloading freight of whom he inquired who took care of baggage. They told him the man in the office. He went to see the man in the office, and told him there was a trunk outside, he replied all right, and immediately sent two men to take care of it. The trunk was left by the expressman in the place where the baggage was kept and was inside of the defendant's inclosure and near their baggage crate, which was at the time locked. The man in the office had been defendant's ticket agent for some years. At about three o'clock on the same day, the plaintiff went to the ticket office and bought his ticket for Riverhead, and asked this agent for his trunk. He said he had seen a trunk answering the description a short time before, but did not know where it then was. The employes of the company subsequently informed plaintiff that the trunk had been given to an expressman who had a check corresponding to the one on the trunk.

The case should have gone to the jury. It is enough to establish a delivery in the first instance to prove that a person acting as the agent of the company received and accepted the property for transportation, even if there be in fact another person who is proved to be the actual agent having charge of the receipt of freight. There is no such proof in this case. The ticket agent was apparently in charge of the depot. The company which sanctions his employment and thus holds him out to the world as its agent, is not at liberty to repudiate his acts.

It seems also that the trunk in point of fact, came to defendant's possession. The agent had seen it. The defendant had delivered it to a stranger who presented a check. Who checked it? When and where was it checked? It was left unchecked and marked plainly for Riverhead. Why was it redelivered to a stranger at Peck Slip on the day of its receipt?

The case of *Grovenor vs. The New York Central R. R. Co.*, (89 N. Y. 84), does not control this case. The court hold in that case that delivery must be in a proper place. That a delivery of a cutter so near the track as to be caught by a passing train, was not a good delivery. No such question is presented by the facts of this case.

The judgment should be reversed and a new trial granted, costs to abide the event.

On the Progress of the Through Railway Route to India.

The following are extracts from an elaborate paper by Hyde Clarke, Esq., (late Cotton Commissioner in Turkey), read before the Society of Arts, London, Nov. 22, 1871; Lord Henry G. Lennox, M. P., in the chair:

In 1868, I addressed the Society of Arts, and also the United Service Institution, on the subject of the daily mail route to India. I then called particular attention to the project of the Turkish government for raising funds to carry on the European system of railways in European Turkey. Since then above three years have passed, and it is desirable to consider the present state of the matter. Great events have in that time occurred, which have a more or less direct influence on the route to India, China, Japan, and Australia; for when we talk of a through-route to India, it is only a phrase for denoting communication with half the world. The opening of the Suez Canal is undoubtedly one great feature. It has materially affected the transport of goods to the East, and will affect that of passengers and mails. At all events, it facilitates the working of the route through Egypt. To some extent the Egyptian route is a rival with that overland; but the overland route cannot convey the bulk of goods, which will be left, under all contingencies, to the Egyptian line and that by the Cape. The Suez Canal, however, so far from being a fatal rival to the through railway route, is a promoter of it. By increasing the commerce of Bombay, it makes still more necessary quicker postal and personal communication with Bombay. By the facilities it has given for intercourse with Bagdad, Bassorah, and the Persian Gulf, on its Persian and Arabian shores, it is creating new resources for the direct line of connection with those countries. It is one great benefit of the Suez Canal that it has opened to the world regions formerly most productive, and so long shut off from intimate connection with the western world. In estimating the ultimate power of the Egyptian line, we must not lose sight of that great extension of railway to the south which will enable Egypt to run a line from Alexandria to a port on the Red Sea, expediting the conveyance of passengers and mails. The completion of railways from Bombay to Calcutta and Madras creates sections forming part of a railway from London to Calcutta, and thereby to the eastern regions beyond, which define and mark out for enterprise the unfinished gap between. Next to the Suez Canal must be placed the Brindisi route and the opening of the Mont Cenis Tunnel. The establishment of the Russian telegraph route to China, and of our submarine lines by the Mediterranean and Red Sea to the East, must not be omitted in the consideration. Every arrangement which increases the disparity between the telegraphic dispatch and the full detail by mail letter makes the mercantile community at home and abroad more eager to demand and obtain postal facilities. Each costly telegram acts in promotion of more rapid mails. Lastly, if we have named the Suez Canal and the Mont Cenis Tunnel, we must also refer to another great undertaking, the Pacific Railway. Nothing can well be more remote from the through railway route by Europe and Asia than that across the Rocky Mountains; but extremes meet, and they are rivals. San Francisco is now carrying passengers and mails to New Zealand, Australia, Japan, and Northern China, and this traffic must increase; but when the through railway from this side reaches Bassorah then Bassorah will compete with San Francisco on the other side of the world. The more the commerce of such remote termini as Japan and Australia is stimulated by improved transport, the more are resources developed which afford a prospect of revenue for other undertakings. The review of all that has taken place shows more fully the desirability of continuing the railway line, which is now in full operation from England and the countries of the West to the Danube. The opening and

working of the Varna and Rustchuk railway, by quickening communication with Constantinople, may be named here as promotive of quicker communication with that capital. In this country, however, we have thought less of what has been done in continuation of the existing line, being chiefly occupied with the projects for the Euphrates, the Tigris, and the Persian routes. The continuous line must pass through Turkey in Europe and Turkey in Asia, and consequently Turkey must be consulted. This, it strikes me, is the point where most of our projectors are rather neglectful. Although Turkey is the country locally and mostly concerned, and which is to furnish the money, few think of consulting the wants and wishes of Turkey. Because we want to go to India at the expense of the Turks, or because we want to get a contract for making long lines of railway for which they are to pay, it seems to be sufficient reason why they should comply with our demands. It is this condition of affairs which has much retarded the progress of the undertaking, and which has ended in the works being confided to foreigners instead of Englishmen. Because we want to go to India, we set aside the consideration that the Turks want to connect Constantinople with the European system, and because we want to reach Bagdad and Bassorah, we are to forget that the Turks have their own need for communicating with those cities from their metropolis, and that they have political objects to accomplish, and local requirements of traffic to satisfy. It is in view of this state of affairs that I have endeavored on former occasions, and shall do so now, to direct attention to the Turkish portion of the line, and to its present condition. The European system, as all are aware, reached Bashiash, on the Danube, many years ago, and there it halted. In my last paper, it was stated that the Sultan had, in consequence of his visit to this country, become urgent for the extension of railways in his empire, and had granted concessions for the European section and for the Asiatic section. The main feature is, of course, the artery from the European or Austro-Hungarian lines and the Danube to Constantinople. With this are combined cross lines, one from Nish, south, to reach the Mediterranean at Salonica, another from Adrianople to the same sea for local purposes, and a line from Adrianople by the shore of the Black Sea to reach the Varna and Rustchuk railway. It is one main transverse line with arms. With this general description of the undertaking we must be contented, because the surveys are not complete, and even the point of junction with Austro-Hungary is not fully settled. This would naturally be through Serbia by or near Belgrade, but the government of the Serbian principality naturally appreciates the military and political capabilities of the line and is therefore unwilling to facilitate it. Such a line enables Turkey and Austro-Hungary to concentrate forces in Serbia, and prevent that district from being made a post of Russia within the Danubian bounds. Serbia wishes to divert the line for its own purposes, and prefers that its own lines shall be on a different gauge. On the other hand, the Roumelian railway directors threaten to leave Serbia on one side, and to pass through Bosnia. Bosnia does not, however, present the same natural facilities. This matter consequently delays the arrangements, although ultimately there can be little doubt there will be lines through both Serbia and Bosnia. The tide of progress by means of the railway system is now flowing towards the east. Lines through Austro-Hungary and Russia make a connection by the south with Southern Russia, and the northern shores of the Black Sea are now in commercial relation with Western Europe. The Varna and Rustchuk Railway, already referred to, offers an extension to the system towards the east shores of the Black Sea. Thus there is, as it were, a prosperous flood ready to be poured over the southern provinces of the Danube the moment a connection can be accomplished. This is a circumstance which must not be omitted, because a continuous railway communication means the

continuous transmission of western enterprise, habits of progress, artisans, agriculturists, industrial and agricultural machinery over the barbarous regions of Bulgaria and Thessaly, enabling them to raise produce for railway transport and revenue, and directly contributing towards the Turkish treasury. If one line be carried from Vienna to Filibeh or Adrianople, it means that these latter secluded cities will have the resources of Vienna available, and will have their commodities at the prices of Vienna, their imports reduced to Vienna prices and their exports raised to the same rates. These, therefore, are among the purposes of Turkish policy. They are not constructing a line solely for intercourse with India, which will give no immediate returns, but constructing, at their own expense, a line for local and imperial purposes, for which they can pay, and which will serve as a route for us. If they strengthen their political power, increase the wealth and efficiency of their people and improve their finances, they are disposed to make the effort, and expose themselves to considerable sacrifices. One great nucleus of the main Roumelian artery is Adrianople. Here works have been begun on both sides. On the eastern side, or on our side, the works are in active progress towards the city of Filibeh or Philippopolis. This line proceeds along the upper valley of the great river Maritza, towards the passes of the Balkan mountains. If it does nothing else, it will, on its opening, afford a local line for the ancient metropolis of Adrianople. The rails of this line are now being carried up the Maritza. Although so far inland, materials can be conveyed to Adrianople, as it is itself on the river Maritza, which is navigable from the sea by floats or rafts. On the western side the works are being carried to Dede Agbi (Ahaj). At the Constantinople terminus there has been opened this year the little section of 15 miles, through the suburbs of Constantinople to Kuchuk Chekmejh (Little Drawbridge). Another small portion towards Benyuk Chekmejh (Great Drawbridge) is ready for opening. These portions of the Constantinople and Adrianople line proceed along the shore of the Sea of Marmora, and will serve local purposes, step by step. Within Constantinople a large terminus is in progress, so as to secure a sea wharf, and it will be connected by the tramways, open and in progress, with other quarters of the city and the suburbs on the northern Bosphorus. Of the Salonica line, as it is a subsidiary line, it will be sufficient to say that it has been vigorously pushed. By about this date the section to Uskub has been opened from Salonica as far as Karasoolé, 56 miles, a very fair proof of the energy employed. It is expected the connection of Salonica with the European system will take place before that of Constantinople, and as it is well placed in the Mediterranean, it is supposed it will become an important commercial port, and for transit will compete with Brindisi advantageously. It will accommodate Thessaly, Bulgaria, the middle Danube, Roumania, Serbia, and even eastern Hungary and Transylvania, as a harbor for export and import. It is expected to afford steam communication with Smyrna, Athens, Syria, the islands of the Archipelago, Cyprus, the coast of Syria, and Egypt. It is also proposed to be employed in connection with the Mediterranean terminus of any line which may be opened by the Euphrates or Tigris with Bagdad and Bassorah. Whatever may be its power of competing with Brindisi from this point, Salonica can certainly accommodate Germany and Austro-Hungary. The Turkish Government having applied its energies to the Roumelian or European section then turned attention to the Asiatic or Anatolian section. The Roumelian section is, however, such a burden on the treasury, that the Government is not yet disposed to encounter that of the Anatolian undertaking. It is, however, most anxious to promote it, and it has begun what may be called a trial work. With regard to a bridge over the Bosphorus, for which there are plans by Mr. McClean and others, that is not of

necessity at this moment. The section selected is from the southern suburbs of Constantinople, or from Skutari to Ismid. It is considered by the Government to be important to develop the railway system in the neighborhood of the capital, and this line is an essential portion of a through route. At this point of Ismid begins the great question of the course of the line to the East. This I shall not attempt to decide, for my province has been rather to show what has been done. One route strongly advocated is by the east of Persia. We have now come to the point where an intermediate port is to be found for working, temporarily or permanently, the railway from the Mediterranean to Bagdad, in connection with steamers from Brindisi. It will, however, be seen that another way will be opened from Salonica. Mr. W. P. Andrew long favored Sue dieh, and the restoration of the port of Seleucia, but is now, it is understood, ready to accept Skanderoon. The Government have wished not to displace the old port of Skanderoon for the creation of a new town. Either the Euphrates or Tigris line will reach Bagdad. In India itself we have now a connected railway system from the port of Bombay, and there will be another port of junction at Kurrachee. This system, as we have seen, is joined to Bassorah and Bagdad. At present this great section of the through line and this vast plant is only available for the local service of the decayed but newly growing city of Bagdad. If the through line reaches Bagdad, or if Mr. Andrew's instalment of it is perfected, then there is all the machinery for bringing passengers from further India to the Mediterranean shore, and within about two days of a station of the European railway system. It is this large traffic of all India which is waiting for us, and to be augmented by that of Ceylon, the Netherlands and Spanish India, China, Australia, and New Zealand. Such must, in the end, afford a remunerative return, not only on the whole enterprise, but on its accessories, and render possible many great yet subsidiary projects, which are now delayed for want of encouragement. Such as improved means for crossing the channel, and the plans already referred to for crossing the Bosphorus. By establishing main lines, they will facilitate the lines with light rails and with light working stock, of which we hardly know the beginning, but of which the future extension must be so great. Within a couple of years, Turkey will be able to place troops on the Danube, and to receive in case of need the aid of Austro-Hungarian armies on the Danube, or even in Asia Minor. We can already afford military help to Bagdad, and confirm the Turkish power; but if there were a through line, we can send a contingent from India to give assistance even in Asia Minor. To Turkey, the value of the through line is that it enables her to secure Bulgaria, Bosnia, and Thessaly, and to keep down the tribes of Koords and Arabs, who have until lately, resisted her supremacy, as they did that of the Greek and the Roman empires. Such undertakings, bringing with them the blessings of prosperity, increase the guarantees for peace; but to us, besides holding out a participation in such advantages, they tend to promote moral objects in which we have a still deeper interest—the welfare of our own people in India, and the natives under our protection and tutelage.

Articles of incorporation were granted on the 13th of November to the Little Rock and Hot Springs section of the branch of the Missouri, Arkansas and Louisiana Railroad and Telegraph Company, of Arkansas, and the following board of directors elected: Ph. Lee Anthony, T. C. Peek, James Lawson, J. J. Clendenin, and W. E. Woodruff, jr. The officers are: President, P. L. Anthony; Treasurer, S. H. Tucker; Chief Engineer, Arnold Sybeger.

The cars on the Camden (N. J.) Passenger Railroad commenced running on the 25th of November.

Illinois Central Railroad.

The statement of this Company for the month of November, 1871, is as follows:

LAND DEPARTMENT.

Acres Construction Lands		
Sold.....	2,417.15	\$22,078 86
Acres Int. Fund Lands		
Sold.....	40	376 20
Acres Free Lands sold..	366.29	4,772.42

Total sales during month of November, 1871....	2,823.44	for \$27,227 48
To which add Town Lot Sales		

Total of all.....	2,823.44	for \$27,227 48
Cash collected in November, 1871....		\$84,252 41

ESTIMATED EARNINGS—TRAFFIC DEPARTMENT.

	In Illinois	In Iowa	Total.
	707 Miles.	402 Miles.	1109 Miles.
Freight.....	\$414,554 00	\$80,268 00	\$494,822 00
Passengers...	105,105 86	38,106 70	144,212 56
Mails	6,375 00	3,059 38	9,434 38
Other sources	69,000 00	2,440 67	71,440 67

Tot. Nov., '71.	\$596,034 86	\$123,874 70	\$719,909 56
Tot. act'l earn.			

1 st Nov., '70	\$665,291 01	\$146,416 50	\$811,707 51
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The last rail on the Connecticut Western Railroad, connecting the eastern and western sections, was laid at Canton on the 7th inst. The road is 67½ miles in length, extending from Hartford, Conn., to Millerton, on the New York State Line, where it connects with the Dutchess and Columbia Railroad, running thence to Fishkill on the Hudson River, a farther distance of 58 miles.

It is stated that there is a movement for the early construction of a narrow gauge railroad from Rutland, Vt., to Whitehall, N. Y. The movement is inaugurated by the marble dealers of West Rutland and the slate dealers of Hydeville and Fair Haven, and it is backed up by the transportation companies of Whitehall.

A railroad survey is now being made along the western shore of Lake George from Caldwell to Ticonderoga. The only obstruction to such a road is Hagua Mountain, and it is said there is a ravine in that through which a road may be run with a rise of only thirty-five or forty feet to the mile.

The earnings of the Central Pacific Railroad for the month of November, 1871, were \$898,862, against \$777,513 for November, 1870—an increase of \$121,349. For the first eleven months of 1871, the earnings were \$8,796,341, against \$7,411,425 for the corresponding period of the previous year—an increase of \$1,384,916.

The last rail on the St. Louis, Lawrence and Denver Railroad was laid on the 2d inst. The road runs from Lawrence to Pleasant Hill, Mo., where it connects with the Pacific Railroad of Missouri. It is leased to and will be operated by the latter company.

The last rail on the Shepaug Valley Railroad, running from Hawleyville on the Housatonic Railroad to Litchfield, Conn., was laid on the 7th inst.

The associated railways of Germany consist of 78 companies, owning 19,145 miles of road. The number of miles added during the year was 1,967.

United States Mint.

The annual report of the Director of the United States Mint covers the operations of the Min and branches for the fiscal year ending June 30, 1871, thus:

The deposits of bullion at the Mint and branches during the fiscal year were as follows: Gold \$37,054,202 26; silver, \$5,975,982 54; total deposits, \$43,030,184 80. Deducting from this total the redeposits, or bars made at one branch of the Mint and redeposited in another for coinage, the amount will be \$39,137,404 13.

For the same period the coinage was as follows: Gold coin, number of pieces, 1,120,916; value, \$21,302,473; unparted and fine gold bars, \$13,101,089 42; silver coin, pieces, 3,664,792; value, \$1,955,905 25; silver bars, \$3,544,180 13; nickel, copper and bronze pieces, 11,672,750; value, \$283,760; total number of pieces struck, 16,458,458; total value of coinage, \$40,187,409 80.

The distribution of the bullion received and coined at the Mint and branches was as follows:

Philadelphia.—At Philadelphia, gold deposited, \$3,064,733 81; gold coined, \$3,206,760; fine gold bars, \$129,184 88; silver deposited and purchased, \$1,557,892 50; silver coined, \$1,156,255 25; silver bars, \$143,647 75; nickel copper and bronze coinage, value, \$283,760; total deposits of gold and silver, \$4,622,625 81; total coinage, \$4,919,607 88; total number of pieces, 13,670,015.

San Francisco.—At the branch mint, San Francisco the gold deposits were \$25,521,650 56; gold coined, \$24,241,006 23; silver deposited and purchased, \$937,577 89; silver coined, \$908,015 27; total deposits and purchases, \$26,459,228 45; total coinage, \$25,149,021 50; total number of pieces, 2,649,900.

New York.—The Assay Office in New York received during the year, in gold bullion, \$6,345,338 88; in silver bullion, including purchases, \$2,171,120 26; total value received, \$8,516,459 24; number of fine gold bars stamped, 9,769; value, \$5,461,801 10; silver bars, 10,763; value, \$1,269,501 75; total value gold and silver bars stamped, \$6,731,302 85.

Denver.—At the Assay Office, late branch mint, Denver, Col., the deposits for unparted bars were: Gold, \$1,104,147 10; silver, \$18,561 63; total deposits, \$1,122,708 73; an increase of deposits over the last year of \$116,658 47. This is very gratifying, and encourages the belief that as the mineral resources of the district are developed the business of this office will be correspondingly increased. It is now engaged, as last year, in melting, assaying and stamping gold and silver bullion in unparted bars, bearing the Government stamp of weight and fineness. The assay office, in the performance of its appropriate functions, fully meets all the demands of the mining interests of Colorado.

Charlotte.—The deposits at the branch mint at Charlotte, N. C., have not been large, and are not increasing. The deposits, as heretofore, are as sayed and returned to depositors in the form of unparted bars. The deposits for bars during the year were: gold, \$14,522 81; silver parted from gold, \$145 31; total deposits, \$14,668 12, a decrease from last year of \$1,440 48.

Dahlonega and New Orleans.—The branch mints at these places are still closed. No necessity exists for their being opened again as assay offices or branch mints.

San Antonio.—This branch mint has been in successful operation during the past fiscal year, and the prospects for the future are most encouraging. The deposits during the year were—gold, \$1,003,809 60; gold coined, \$230,715; unparted gold bars, \$731,320 79; silver deposits and purchases, \$1,290,684 85; silver coined, \$52,875; unparted and fine bars, \$1,969,645 05; total deposits and purchases, \$2,294,494 45; total number of pieces, 188,543.

This statement exhibits the gratifying fact that the amount in value of the gold and silver deposits during the year has exceeded that of the past year more than \$2,000,000. The Superin-

tendent, in his report, expresses full confidence in the future of that branch. A bullion fund, adequate to the exigencies of the business of the mint, has been provided, and full authority has been given to melt, assay, and stamp gold and silver bullion, and return the same to depositors in unparted bars, bearing the Government stamp of weight and fineness. This has largely increased its business, and added to its usefulness.

The continued suspension of specie payments restricts the work of the mint and the amount of the coinage. The capacity of the mint and branch mints now in operation is more than sufficient to meet every demand for the conversion of the gold and silver deposits into coin, and, consequently, there is no legitimate necessity for increasing the number of branch mints.

From the discoveries and developments constantly making of the deposits of the precious metals in our Western States and Territories, it is not beyond the practical and real to say that, before another decade, the annual production of gold and silver in the United States will be more than doubled. The reports are full of encouragement, but at the same time care must be taken by the prudent to distinguish between the true statement and the exaggeration of the mere speculator.

New York Elevated Railway.

The third mortgage interest in the Elevated Railway was sold at auction on the 6th inst. by Mr. James C. Miller, at the foreclosure of Mr. Nathaniel Jarvis, Jr., referee. This mortgage, of course, covered all the property and franchises of the road subject to the first two mortgages. It was purchased by the newly formed organization called the "New York Elevated Railway Company," for \$230,000. The parties concerned in this enterprise own a majority of the bonds secured by the previous mortgages. The company intend to complete the road to Harlem River, and put on new dummies and cars as soon as possible. The following officers and directors have been elected: W. L. Scott, president; David Dows, treasurer; D. N. Barney, F. H. Tows, Ashbel H. Barney, John D. Main, Harry Kennedy, W. L. Wallace, Geo. H. Marvin, John A. Cowing, Geo. C. Martin, Alfred C. Barnes, F. A. Foster.

The Monadnock Railroad, which now runs from Winchendon, Mass., to Peterborough, is to be extended 18 miles to Hillsborough Bridge next spring and summer, making the distance from Winchendon and Keene by rail 29 miles less to Concord than at present. The distance from Keene to Concord by turnpike is 40 miles; by rail, via Groton Junction, Mass., and Nashua, about 111 miles; via Winchendon, 82 miles.

Articles of association of the Chicago, Continental and Baltimore Railroad Company were filed in Indianapolis, at the office of the Secretary of State, on the 7th inst. The Indiana portion of the proposed line will run through the counties of Lake, Porter, Laporte, Stark, Marshall, Fulton, Wabash, Kosciusko, Wells and Adams, a distance of 165 miles. Capital \$15,000,000.

The Galveston papers announce the sale, on the 1st inst., of the Galveston, Houston and Henderson Railroad, under a decree of the District Court of the United States for the Eastern district of Texas. The purchaser was Mr. F. O. James, of New York, and the amount paid \$675,000.

Work on the railroad from Freehold to Keyport (N. J.) was commenced at Marlboro, Monmouth county, on the 4th inst. The distance is thirteen miles.

It is the intention of parties interested to build a railroad from the terminus of the Vineland Railroad at Atsion, N. J., to Bordentown—thus giving an all-land route from Delaware Bay to New York.

The Central Railroad Company of New Jersey have declared a quarterly dividend of 2½ per cent, and an extra dividend of 1 per cent, payable January 20, the transfer books closing December 27.

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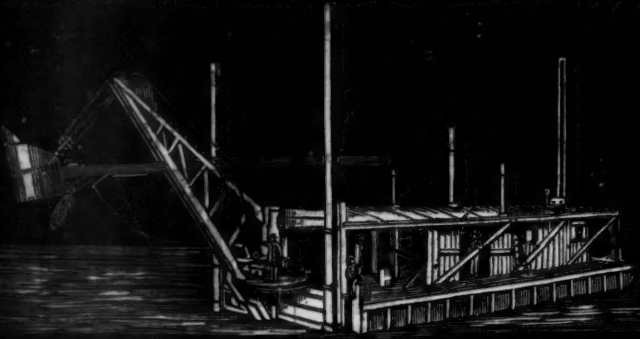


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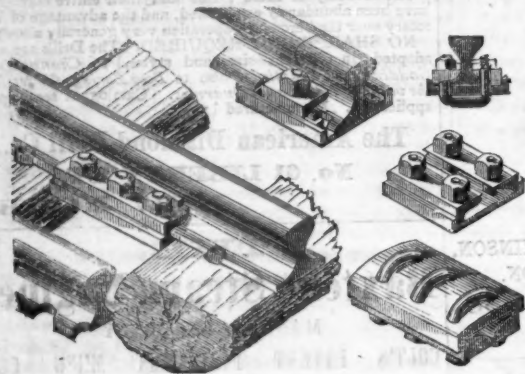
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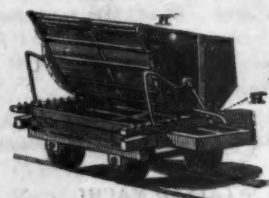


Fig. No. 1, Car Loaded & at Rest.

The Brakeman seizes the lever H, and raises it about a foot, thus releasing the hopper from the catch, C, and the tilting-frame, F, from the catch, C, when the hopper, K, yields to the force of gravity and rolls over to the position shown in Fig. 2.

To Replace the Hopper in Readiness for another Load.

The brakeman bears his weight on the up-end of the tilting-frame, F, forcing it down to its place, when the hopper rolls back to its place, where it is held by the catches, C and C.

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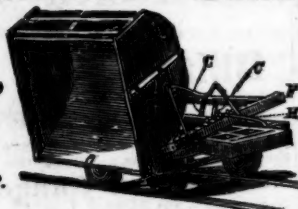


Fig. No. 2, Car Dumped.

TO DUMP THE CAR.

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Dec. 15, steamer **RISING STAR**, CAPT. H. P. CONNER, will leave Pier No. 42, North River, at 12 o'clock noon, for Aspinwall, via Kingston, Jamaica touching at Acapulco, Manzanillo and Mazatlan, and connecting at Panama with steamer **COLORADO**, CAPT. —, also connect-

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Steamer **GREAT REPUBLIC** will leave San Francisco, Dec. 1, for Japan and China.

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